

DESIGN SUPERVISOR S. ANTHONY JOB MANAGER M. LAISTNER DESIGNED BY B. HYDE CHECKED BY D. ELIAS DRAFTED BY J. ZHAO ESTIMATED BY D. WELLS CHECKED BY B. HYDE

SCOPE OF WORK

BRIDGE REHABILITATION, RETAINING WALLS, GRADING, DRAINAGE, UTILITIES AND ASPHALT CONCRETE PAVEMENT RECONSTRUCTION.

PROJECT LOCATION

THE PROJECT IS LOCATED ON THE UPSTREAM FOREST HOME DRIVE BRIDGE OVER FALL CREEK, IMMEDIATELY WEST OF THE INTERSECTION OF CALDWELL ROAD.

SPECIFICATIONS

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS OF MAY 1, 2008 WITH ALL UPDATES AND REVISIONS AT THE TIME OF ADVERTISEMENT EXCEPT AS MODIFIED ON THESE PLANS AND IN THE ITEMIZED PROPOSAL.

STANDARD SHEETS

203-01, 203-04, 209-01, 209-02, 209-03, 209-05, 209-07, 402-01, 604-02, 606-04, 608-01, 608-03, 608-04, 608-05, 608-06, 609-01, 609-02, 611-01, 619-02, 619-04, 619-10, 619-11, 619-12, 619-20, 619-60, 619-61, 619-66, 645-01, 645-02, 645-03, 646-13, 646-14, 646-15, 655-03, 655-04, 663-01, 663-02, 663-03, 663-04, 663-07, 664-01, 685-01

WORK ZONE TRAFFIC CONTROL

TRAFFIC IS TO BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF THE LIMITS OF WORK AS SHOWN ON THE PLANS. PAYMENT FOR THIS WORK WILL BE MADE UNDER THE APPROPRIATE ITEM OF SECTION 619, WORK ZONE TRAFFIC CONTROL.

MAINTENANCE JURISDICTION

TOMPKINS COUNTY WILL RETAIN OWNERSHIP OF AND MAINTENANCE RESPONSIBILITY FOR BIN 3047450. FOREST HOME DRIVE AND CALDWELL ROAD WILL REMAIN UNDER THE TOWN OF ITHACA'S JURISDICTION.

HIGHWAY FUNCTIONAL CLASSIFICATION

FOREST HOME DRIVE: URBAN MINOR ARTERIAL

PROJECTED TRAFFIC

DESIGN YEAR: 2029
DESIGN HOUR VOLUME: 428 VPH (TWO-WAY)
AVERAGE DAILY TRAFFIC: 4,535 VPD

DESIGN SPEED

35 MPH

TRUCK VOLUME

POSTED NO TRUCKS

18 KIP ESALS (20 YEAR)

0.25 MILLION

ASPHALT BINDER GRADE

THE PERFORMANCE GRADED ASPHALT BINDER USED IN THE PRODUCTION OF HOT MIX ASPHALT MIXTURES SHALL BE A PG 64-22 AS DEFINED BY AASHTO STANDARD M320 SPECIFICATION FOR PERFORMANCE GRADED ASPHALT BINDER. THE MIXTURE DESIGNS SHOULD BE DEVELOPED IN ACCORDANCE WITH THE CRITERIA SPECIFIED IN THE HOT MIX ASPHALT ITEM THAT IS APPROPRIATE FOR THE ESTIMATED ESALS (BASED ON A 20 YEAR DESIGN LIFE).



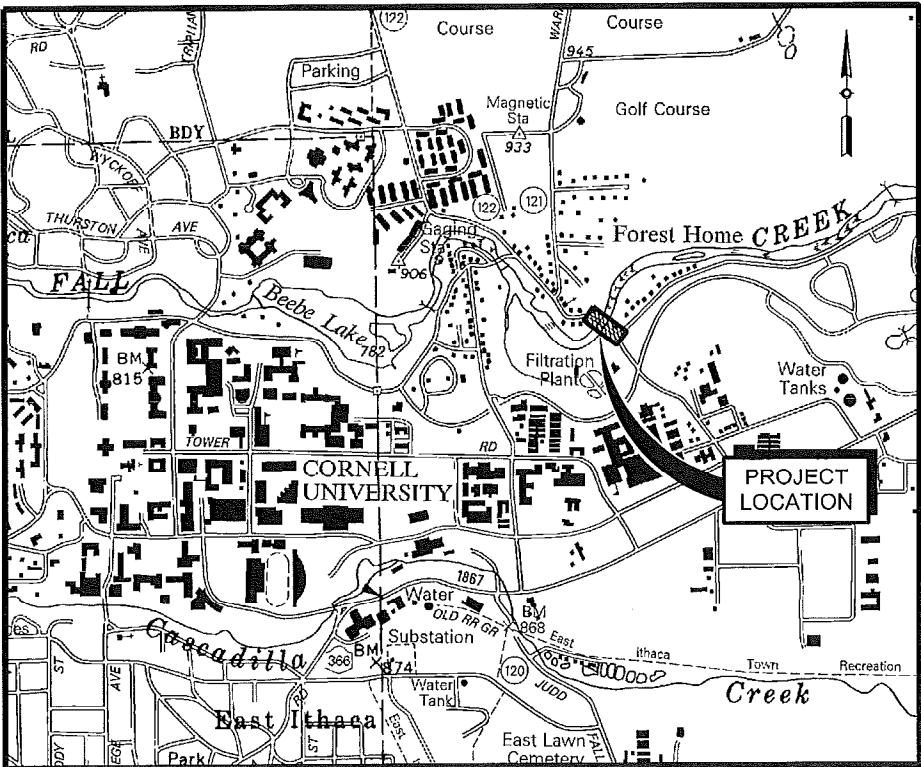
DEPARTMENT OF PUBLIC WORKS

CONTRACT DRAWINGS FOR
FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

P.I.N. 3950.41

A LENGTH OF 460 FEET ON FOREST HOME DRIVE

41 SHEETS



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APPROVED BY:

Jeffrey B. Smith
JEFFREY B. SMITH
HIGHWAY MANAGER
DATE 7-15-13

RECOMMENDED BY:

John R. Lampman
JOHN R. LAMPMAN, P.E.
ASSOCIATE CIVIL ENGINEER
DATE 7-15-13

PREPARED BY:

Mark R. Laistner
MARK R. LAISTNER, P.E.
N.Y.S. P.E. LIC. NO. 088874
ERDMAN, ANTHONY AND ASSOCIATES, INC.
DATE 7-11-13



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FOREST HOME DRIVE			
TOMPKINS COUNTY			
FED. ROAD REG. NO.	STATE	SHEET NO.	TOTAL SHEETS
1	N.Y.	1	41
FEDERAL AID PROJECT NO.			
CAPITAL PROJECT IDENTIFICATION NO.			
3950.41			
CONTRACT NO.			

ALIGNMENT	
AH	= AHEAD
AZ	= AZIMUTH
BK	= BACK
¾	= BASELINE
BRG	= BEARING
¼	= CENTERLINE
e	= CROSS SLOPE, SUPERELEVATION
E	= EXTERNAL DISTANCE
EQ	= EQUALITY
EXT	= EXTERNAL
HCL	= HORIZONTAL CONTROL LINE
HSD	= HEADLIGHT SIGHT DISTANCE
L	= LENGTH OF CIRCULAR CURVE
LT	= LEFT
LS	= LENGTH OF SPIRAL
LVC	= LENGTH OF VERTICAL CURVE
MO	= MIDDLE ORDINATE OF VERTICAL CURVE
M	= MAIN LINE
PC	= POINT OF CURVATURE
PJ	= POINT OF INTERSECTION
POL	= POINT ON LINE
PT	= POINT OF TANGENT
PVC	= POINT OF VERTICAL CURVE
PVI	= POINT OF VERTICAL INTERSECTION
PVT	= POINT OF VERTICAL TANGENT
R	= RADIUS
RT	= RIGHT
SSD	= STOPPING SIGHT DISTANCE
STA	= STATION
T	= TANGENT LENGTH
TGL	= THEORETICAL GRADE LINE
VC	= VERTICAL CURVE
Δ	= DEFLECTION ANGLE

UTILITIES	
CO	= CLEAN OUT
E	= ELECTRIC
EMH	= ELECTRIC MANHOLE
G	= GAS
CP	= GUY POLE
GSB	= GAS SERVICE BOX (HOUSE LINE)
GV	= GAS VALVE (MAIN LINE)
HYD	= HYDRANT
LP	= LIGHT POLE
LPG	= LOW PRESSURE GAS
NPS	= NOMINAL PIPE SIZE
OH	= OVERHEAD
PED	= PEDESTAL
PP	= POWER POLE
SA	= SANITARY SEWER
SMH	= SANITARY MANHOLE
ST	= STORM SEWER
T	= TELEPHONE
TCB	= TRAFFIC CONTROL BOX
TEL P	= TELEPHONE POLE
TMH	= TELEPHONE MANHOLE
CTV	= CABLE TELEVISION
UT	= UNDERGROUND TELEPHONE
W	= WATER
WSB	= WATER SERVICE BOX (HOUSE LINE)
WV	= WATER VALVE (MAIN LINE)

SUBSURFACE EXPLORATION	
STANDARD SYMBOL	ABC-1
REPLACE ABBREVIATION "AB" WITH:	
AH	= HAND AUGER
CP	= CONE PENETROMETER
DA	= 2½" CASED DRILL HOLE
DM	= DRILLING MUD
DN	= 4" CASED DRILL HOLE
FH	= HOLLOW FLIGHT AUGER
PA	= POWER AUGER
PH	= PROBE
PT	= PERCOLATION TEST HOLE
RP	= 1" SAMPLER (RETRACTABLE PLUG)
SP	= SEISMIC POINT
TP	= TEST PIT
REPLACE ABBREVIATION "C" IN CATEGORIES: DA, DM, DN AND FH WITH:	
B	= BRIDGE
C	= CUT
D	= DAM
F	= FILL
K	= CULVERT
W	= WALL
X	= TO BE USED IF ONE OF THE ABOVE CANNOT BE DEFINED AT THE TIME THE EXPLORATION IS MADE

TOPOGRAPHY (DRAINAGE)	
BB	= BOTTOM OF BANK (STREAM)
BC	= BOTTOM OF CURB
BO	= BOTTOM OF OPENING
CAP	= CORRUGATED ALUMINUM PIPE
CB	= CATCH BASIN
CIP	= CAST IRON PIPE
CMP	= CORRUGATED METAL PIPE
CP	= CONCRETE PIPE
CSP	= CORRUGATED STEEL PIPE
CULV	= CULVERT
DIA, Ø	= DIAMETER
DMH	= DRAINAGE MANHOLE
DR	= DRAINAGE STRUCTURE
D'XING	= DITCH CROSSING
EL, ELEV	= ELEVATION
ES	= END SECTION
GSES	= GALVANIZED STEEL END SECTION
HW	= HEADWALL
INV	= INVERT
MH	= MANHOLE
MHW	= MEAN HIGH WATER
MLW	= MEAN LOW WATER
PE	= POLYETHYLENE
SICPP	= SMOOTH INTERIOR CORRUGATED PE PIPE
RCP	= REINFORCED CONCRETE PIPE
TB	= TOP OF BANK (STREAM)
TC	= TOP OF CURB
TG	= TOP OF GRATE
VCP	= VITRIFIED CLAY PIPE
XVCP	= EXTRA STRENGTH VITRIFIED CLAY PIPE

TOPOGRAPHY (MISCELLANEOUS)	
ABUT	= ABUTMENT
AOBE	= AS ORDERED/DETERMINED BY ENGINEER
ASPH	= ASPHALT
BDY	= BOUNDARY
BLDG	= BUILDING
BM	= BENCH MARK
CONC	= CONCRETE
CONST	= CONSTRUCTION
CR	= COUNTY ROAD
D	= DEED DISTANCE
DM	= DIRECT MEASUREMENT
DWY	= DRIVEWAY
EP	= EDGE OF PAVEMENT
ES	= EDGE OF SHOULDER
FP	= FENCE POST
FD	= FOUNDATION
FL	= FENCE LINE
GAR	= GARAGE
GR	= GRAVEL
HO	= HOUSE
HWY	= HIGHWAY
IP	= IRON PIN OR IRON PIPE
MB	= MAILBOX
MON	= MONUMENT
N&W	= NAIL AND WASHER
N&R	= NAIL AND RED
OG	= ORIGINAL GROUND
O/H	= OVERHEAD
P	= PARCEL
PAV'T	= PAVEMENT
PE	= PERMANENT EASEMENT
PED POLE	= PEDESTRIAN POLE
ℙ	= PROPERTY LINE
POR	= PORCH
RR	= RAILROAD
RTE	= ROUTE
ROW	= RIGHT OF WAY
ROW W/A	= RIGHT OF WAY WITH ACCESS
ROW WO/A	= RIGHT OF WAY WITHOUT ACCESS
RW	= RETAINING WALL
SH	= STATE HIGHWAY
SHLDR	= SHOULDER
SPK	= SPIKE
ST	= STREET
STK	= STAKE
STY	= STORY
SW	= SIDEWALK
TE	= TEMPORARY EASEMENT
TO	= TEMPORARY OCCUPANCY
U/G	= UNDERGROUND
WW	= WING WALL

FEATURE	SYMBOL	
	EXISTING	PROPOSED
SURVEY DATA		
SPOT ELEVATION	x 103.2	x 103.2
WATER ELEVATION	W.E. 102.5	
BENCH MARK	✕ BM *1	
BASELINE POINT	△	
PERMANENT SURVEY MON.	⊕	⊕
POINT ON LINE (POL.)	⊙	
NORTH ARROW (GRID)	↗	
BASELINE	1+90	
CENTERLINE	----	----
CONTOURS		
MAJOR ELEVATION CONTOUR	160	160
MINOR ELEVATION CONTOUR	- - - - -	- - - - -
DEPRESSION	210	
TOPOGRAPHY		
ROCK OUTCROP	⋈	
BOULDER	⬮	
TOP OF CUT		⋈
BOTTOM OF FILL		⋈
BOUNDARIES		
NATIONAL	----- CANADA -----	----- U.S.A. -----
STATE	----- NEW YORK -----	----- PENNSYLVANIA -----
COUNTY	----- CHEMUNG -----	----- BRADFORD -----
TOWN	----- TOWN OF CHEMUNG -----	----- ATHENS TOWNSHIP -----
CITY OR VILLAGE	----- CITY OF BINGHAMTON -----	----- PORT DICKINSON -----
PUBLIC LAND	-----	-----
HIGHWAY BOUNDARY	----	----
PROPERTY LINE	ℙ	
PROPERTY LINE MARKER	ℙ I.P.	
EASEMENT LINE	----	----
RIGHT OF WAY LINE & MON.	MON. ↗	MON. ↗
ACCESS INFORMATION	ROW WO/A ROW W/A	ROW WO/A ROW W/A
ACQUISITION INFORMATION		
FEE WITH ACCESS		(M-1 P-1) FEE W/A
PERMANENT EASEMENT		(M-1 P-1) P.E.
TEMPORARY EASEMENT		(M-1 P-1) T.E.
TEMPORARY OCCUPANCY		(M-1 P-1) T.O.
BUILDING AND SPECIAL SITES		
BUILDING	▬	
BUILDING TO BE DEMOLISHED		▨
UNDERPASS	⚡	
MAILBOX	□ MB	□ MB
POST, FLAGPOLE, PARKING METER	○ FP	○ FP
POLE (NON-UTILITY)	○	○

SAMPLE CURVE DATA
PI = POINT OF INTERSECTION
Δ = DEFLECTION ANGLE OF CURVE
R = RADIUS OF CIRCULAR CURVE
L = LENGTH OF CIRCULAR CURVE
T = TANGENT DISTANCE
E = EXTERNAL DISTANCE
e = SUPERELEVATION

FEATURE	SYMBOL	
	EXISTING	PROPOSED
TREES AND BRUSH		
DECIDUOUS TREE	⊙	⊙
CONIFEROUS TREE	✱	✱
DECIDUOUS BUSH	○	⊙
CONIFEROUS BUSH	✱	✱
STUMP	⊙	
HEDGE		
BRUSH LINE	~~~~~	~~~~~
WOODED AREA EDGE	~~~~~	~~~~~
DECIDUOUS TREE ROW	⊙⊙⊙⊙	⊙⊙⊙⊙
CONIFEROUS TREE ROW	✱✱✱✱	✱✱✱✱
FOUNDATION PLANTING	~~~~~	~~~~~
TREE CARE		□
TREE PROTECTION & CARE		▨
TREE TO BE REMOVED		✕
VEGETATION BARRIER		⊖
VEGETATION/ SILT FENCE BARRIER		⊖
SILT FENCE BARRIER		◆
WATER LOCATIONS		
STREAM OR RIVER	~~~~~	~~~~~
NTERMITTENT STREAM	~~~~~	
MARSH OR SWAMP	⬮	
SIGNS AND BILLBOARDS		
SIGN (GROUND MOUNTED)	⊖	⊖
SIGN (OVERHEAD)	⊖	⊖
BILLBOARD, TWO POST SIGN	BB	BB
UTILITIES ABOVE GROUND		
UTILITY POLE	RGE 40 RTC 10	
GUY WIRE W/ ANCHOR	⋈	⋈
STREET LIGHT	⊖	●
PULLBOX STREET LIGHTS	⊖	⊖
SIGNAL POLE W/ CONTROLLER	⊖	⊖
PULLBOX TRAFFIC SIGNALS	⊖	⊖
GAS SERVICE	⊖	⊖
WATER SERVICE	⊖	⊖
FIRE HYDRANT	⊖	●
DRAINAGE MANHOLE	⊖	⊖
SANITARY SEWER MANHOLE	⊖	⊖
TELEPHONE MANHOLE	⊖	⊖
GAS MANHOLE	⊖	⊖
ELECTRIC MANHOLE	⊖	⊖
WATER VALVE	W.V.	W.V.
GAS VALVE	G.V.	G.V.
LIGHT POLE	⊖	✱

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLINET

DEPARTMENT OF PUBLIC WORKS

PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK

B.I.N. 3047450

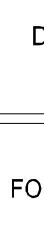

DRAWING TITLE

LEGEND
&
ABBREVIATIONS

SCALE N.T.S.	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 2 of 41	DRAWING NO. LA-1

DESIGN SUPERVISOR S. ANTHONY JOB MANAGER M. LAISTNER DESIGNED BY B. HYDE CHECKED BY D. ELIAS ESTIMATED BY J. ZHAO DRAFTED BY D. WELLS CHECKED BY B. HYDE

SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	EST.	FINAL
604.301911	RECTANGULAR DRAINAGE STRUCTURE, TYPE S FOR *11 WELDED FRAME	LF	6	
604.4048	ROUND PRECAST CONCRETE MANHOLE TYPE 48	LF	11	
605.0901	UNDERDRAIN FILTER, TYPE I	CY	9	
605.1502	PERFORATED CORRUGATED POLYETHYLENE UNDERDRAIN TUBING, 6 INCH DIAMETER	LF	160	
606.10	BOX BEAM GUIDE RAILING	LF	63	
606.120101	BOX BEAM END PIECE	EA	3	
606.120201	BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE IIA	EA	1	
606.63	REMOVING AND STORING BOX BEAM GUIDE RAILING	LF	243	
606.7920	REMOVING AND DISPOSING BOX BEAM GUIDE RAILING END ASSEMBLY	EA	3	
607.4101--10	TEMPORARY PLASTIC BARRIER FENCE	LF	900	
607.6502--10	SPLIT RAIL FENCE	LF	105	
608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CY	13	
608.0114--02	EXPOSED AGGREGATE CONCRETE SURFACING FOR SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS	SY	35	
608.020102	HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS, BICYCLE PATHS & VEGETATION CONTROL STRIPS	TON	25	
608.020112	PLANT PRODUCTION QUALITY ADJUSTMENT TO 608.020102	QU	1	
608.21	EMBEDDED DETECTABLE WARNING UNITS	SY	5	
608.72146108	BOLLARD	EA	5	
609.01	STONE CURB (AS DETAILED)	LF	60	
609.0201	STONE CURB, GRANITE (TYPE A)	LF	290	
610.1402	TOPSOIL - ROADSIDE	CY	45	
610.1601	TURF ESTABLISHMENT - ROADSIDE	SY	670	
611.13	TRANSPLANTING, OVER 3 TO 6 INCH DIAMETER AT BREAST HEIGHT	EA	2	
615.43----11	GROUND SURFACE PROTECTION MATS	SF	1270	
615.80010005	RAILING, TYPE 01	LF	11	
619.01	BASIC WORK ZONE TRAFFIC CONTROL	LS	NEC	
619.04	TYPE III CONTRUCTION BARRICADES	EA	10	
619.1701	TEMPORARY CONCRETE BARRIER (UNPINNED)	LF	40	
619.27	MAILBOXES	EA	2	
620.07	GROUTED RIP-RAP	CY	50	
623.12	CRUSHED STONE (IN-PLACE MEASURE)	CY	50	
625.01	SURVEY OPERATIONS	LS	NEC	
637.03	CONCRETE CYLINDER CURING BOX	EA	1	
637.11	ENGINEER'S FIELD OFFICE, TYPE 1	MO	10	
637.34	OFFICE TECHNOLOGY AND SUPPLIES	DC	500	
640.20	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	1280	
640.21	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	280	
640.23	WHITE EPOXY REFLECTORIZED PAVEMENT SYMBOLS - 20 MILS	EA	12	
645.5101	GROUND-MOUNTED SIGN PANELS WITHOUT Z-BARS	SF	23	
645.5102	GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30.0 SF WITH Z-BARS	SF	22	
645.5201	GROUND-MOUNTED SIGN PANELS WITHOUT Z-BARS, HIGH-VISIBILITY SHEETING	SF	28	
645.5202	GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30.0 SF WITH Z-BARS, HIGH-VISIBILITY SHEETING	SF	8	
645.81	TYPE A SIGN POSTS	EA	15	
647.51	REMOVE AND DISPOSE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SQUARE FEET)	EA	11	
655.1111	WELDED FRAME AND RETICULINE GRATE *11	EA	3	
655.1202	MANHOLE FRAME AND COVER	EA	1	
656.01	MISCELLANEOUS METALS	LB	6010	
663.0106	DUCTILE IRON CEMENT LINED WATER PIPE, 6"	LF	142	
663.0506	BRIDGE MOUNTED WATER PIPE, 6"	LF	123	
663.0604	COPPER WATER SERVICE PIPE 1"	LF	29	
663.1006	RESILIENT WEDGE VALVE & VALVE BOX, 6"	EA	2	
663.2001	IRON WATER MAIN FITTINGS (3" - 8")	LB	385	
663.2306	POLYETHYLENE ENCASEMENT FOR WATER PIPE 6"	LF	142	
663.240602	INSULATION FOR BURIED WATER PIPE (6" WITH 2 IN THICK INSULATION)	LF	22	
663.2504	WATER SERVICE CONNECTION, 1"	EA	2	
663.2901	TEMPORARY WATER SERVICE FOR WATER MAIN INSTALLATION	LS	NEC	
663.35	ADJUST EXISTING CURB BOX ELEVATION	EA	2	
664.0104--04	DUCTILE IRON SEWER PIPE & FITTINGS, 4"	LF	200	
664.060400T0	BRIDGE MOUNTED SANITARY SEWER FORCE MAIN	LS	NEC	
698.03	ASPHALT PRICE ADJUSTMENT	DC	100	
698.04	FUEL PRICE ADJUSTMENT	DC	100	

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7-11-13 DATE		_____ DATE	
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REVISIONS			
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<u>CLIENT</u>			
			
DEPARTMENT OF PUBLIC WORKS			
<u>PROJECT NAME</u>			
FOREST HOME DRIVE OVER FALL CREEK			
B.I.N. 3047450			
<u>DRAWING TITLE</u>			
SUMMARY OF QUANTITIES			
SCALE N.T.S.		DATE JULY 2013	
P.I.N. 3950.41		EAA PROJECT NO. 19201.00	
SHEET NO. 3 OF 41		DRAWING NO. SQ-1	

A. GENERAL NOTES

1. THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD REFLECT THE MINIMUM REQUIREMENTS.
2. THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE FIVE (5) DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
3. THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.

B. ACTIVITY AREA

1. THE CONTRACTOR SHALL MAINTAIN 500' LONGITUDINAL DISTANCE BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. WHEN TWO OR MORE AREAS ARE ADJACENT, OVERLAP, OR ARE IN CLOSE APPROXIMATING, THE CONTRACTOR SHALL ENSURE THERE ARE NO CONFLICTING SIGNS AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.

C. SIGNS

1. THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL BY THE ENGINEER.
2. ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THIS CONTRACT.
3. SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
4. ALL WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMPS, AND ONE-WAY STREETS. IN CASES WHERE LANE RESTRICTIONS REDUCE THE TRAVEL LANE TO ONE LANE, SIGNS SHALL BE POSTED ON THE RIGHT SIDE OF THE ACTIVE LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
5. SIGNS MOUNTED ON THE MEDIAN OF DIVIDED HIGHWAYS WHERE MEDIAN BARRIER IS IN PLACE MAY BE MOUNTED ON THE BARRIER WITH A SADDLE TYPE BRACKET. LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.
6. THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MUTCD. ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE ENGINEER OR BY HIS/HER DESIGNEE.

D. CHANNELIZING DEVICES

1. WHERE POSSIBLE ALL CHANNELIZING AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' LATERAL CLEARANCE TO THE TRAVELED WAY.
2. DRUMS SHALL BE USED FOR ANY LANE CLOSURES OR SHOULDER CLOSURES WHICH ARE TO REMAIN OVERNIGHT.

E. PUBLIC ACCESS

1. PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY. FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAY SHALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.
2. SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

F. LANE CLOSURES

1. THE CONTRACTOR SHALL LOCATE LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND CRESTS, TO THE EXTENT CONDITIONS PERMIT.
2. THE ENGINEER MAY REQUIRE THAT ALL LANES BE RE-OPENED AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES. THIS COULD INCLUDE INCIDENTS AT LOCATIONS OUTSIDE THE CONTRACT LIMITS.

G. LANE WIDTHS

1. UNLESS AUTHORIZED BY THE ENGINEER, THE MINIMUM LANE WIDTHS FOR WORK ZONE TRAVEL LANE SHALL BE AS FOLLOWS: FREEWAYS AND/OR EXPRESSWAYS IS 11', THE MINIMUM LANE WITH FOR OTHER TYPES OF ROADWAYS IS 9'.
2. THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE TO THE ENGINEER, A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE REGIONAL PERMIT ENGINEER IN A TIMELY MANNER.

H. NYSDOT STANDARD SHEETS

1. THE FOLLOWING NYSDOT STANDARD SHEETS APPLY TO THIS PROJECT:

619-02: TYPE III CONSTRUCTION BARRICADES
619-04: PORTABLE TEMPORARY WOODEN SIGN SUPPORT
619-10: WORK ZONE TRAFFIC CONTROL GENERAL NOTES
619-11: WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES
619-12: SIGN TABLE
619-20: SHOULDER CLOSURE
619-60: FLAGGING OPERATION 2-LANE 2-WAY ROADWAY
619-61: FLAGGING OPERATION 2-LANE 2-WAY ROADWAY INTERSECTIONS
619-66: ROAD CLOSURE WITH OFF SITE DETOUR

I. PAYMENT ITEMS

1. THE FOLLOWING NYSDOT PAYMENT ITEMS APPLY TO THIS PROJECT:

619.01.....BASIC WORK ZONE TRAFFIC CONTROL
619.04.....TYPE III CONSTRUCTION BARRICADES
619.1701.....TEMPORARY CONCRETE BARRIER (UNPINNED)

J. TIME RESTRICTIONS & DATE RESTRICTIONS

1. THE FOLLOWING DATE RESTRICTIONS APPLY TO THIS PROJECT. NO WORK REQUIRING THE CLOSING OF LANES, SIDE STREETS, OR RAMPS SHALL BE PERMITTED ON THE FOLLOWING DATES:

- ARBORETUM EVENT (8/4/13)
- JUDY'S DAY (9/22/13)
- ITHACA SHAKESPERE (7/11/13 - 7/14/13)
(7/18/13 - 7/21/13)
(7/25/13 - 7/28/13)

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7-11-13

DATE

DATE

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

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DEPARTMENT OF
PUBLIC WORKS

PROJECT NAME

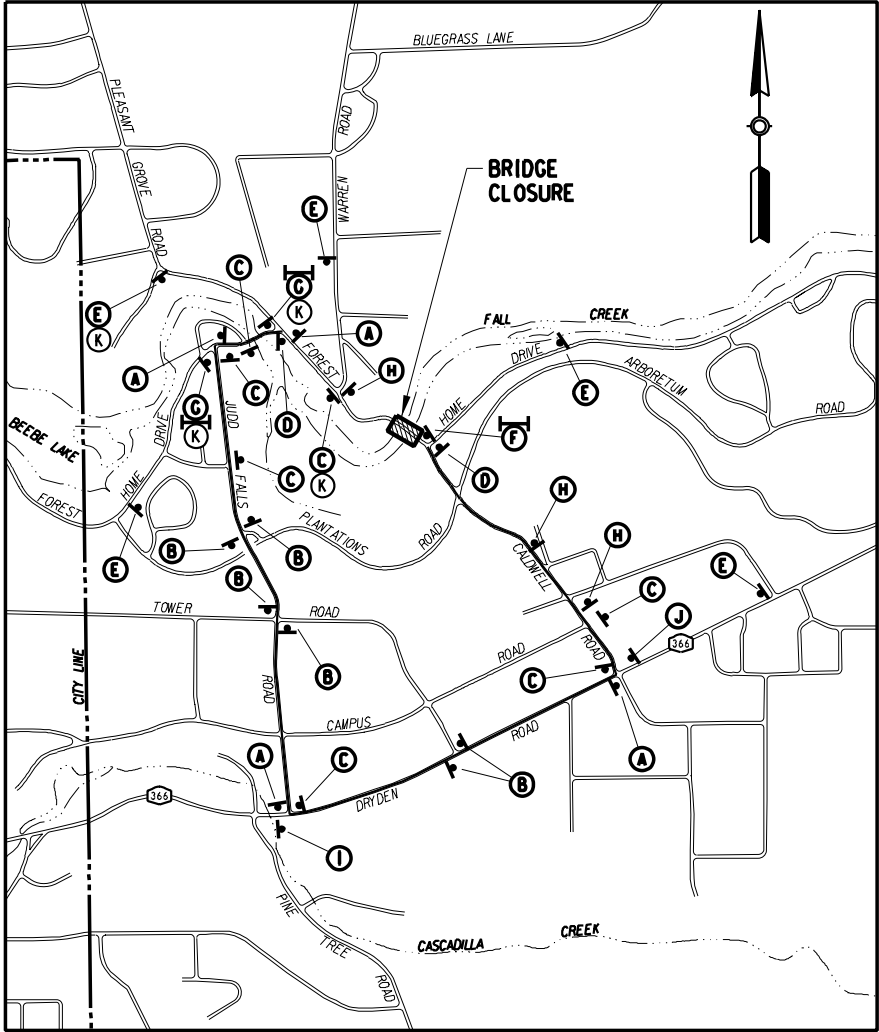
FOREST HOME DRIVE
OVER
FALL CREEK

B.I.N. 3047450

DRAWING TITLE

WORK ZONE
TRAFFIC CONTROL
CONSTRUCTION NOTES

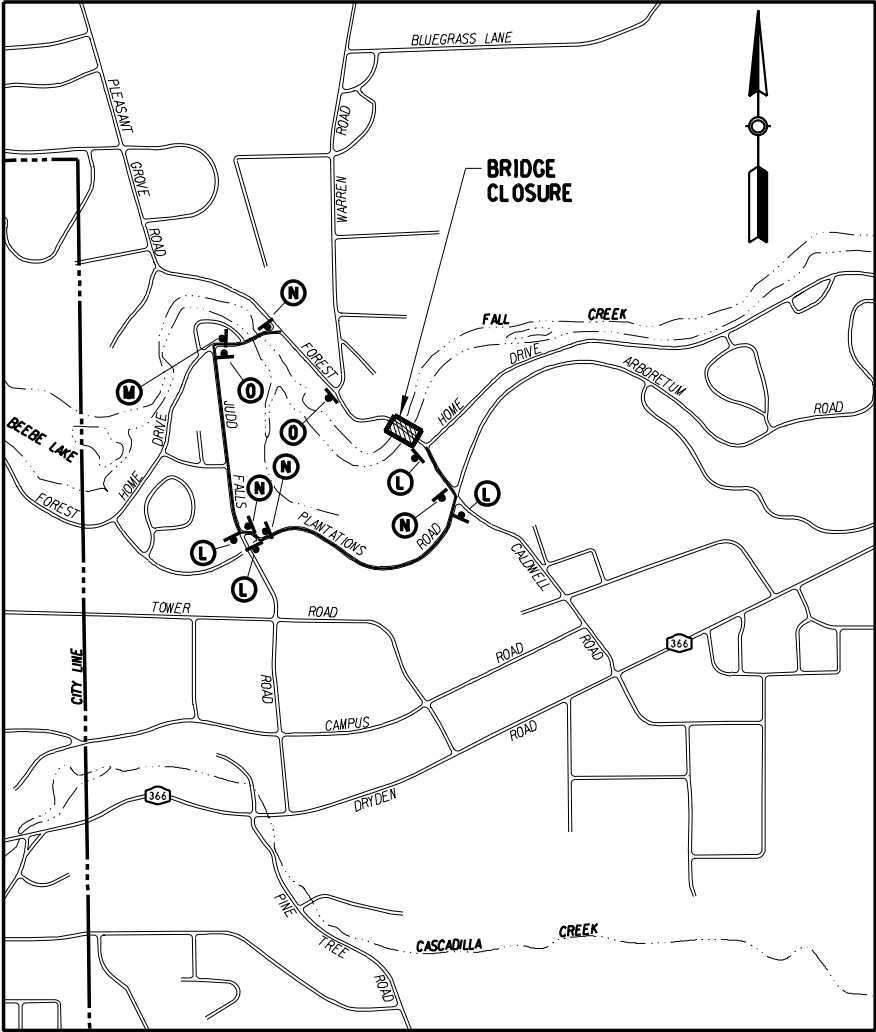
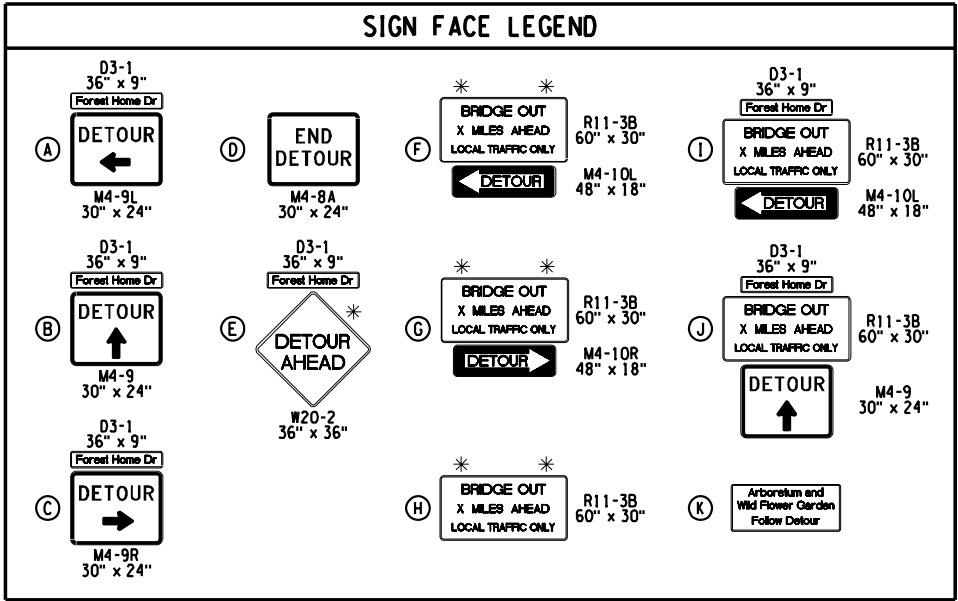
SCALE N.T.S.	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 4 OF 41	DRAWING NO. WZT-1



VEHICULAR DETOUR MAP
N.T.S.

VEHICLE DETOUR NOTES:

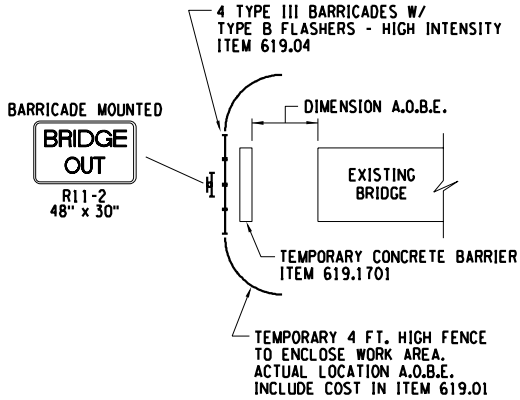
1. REFER TO N.Y.S. STANDARD SHEET 619-11 FOR WORK ZONE TRAFFIC CONTROL LEGEND & TABLES.
2. REFER TO N.Y.S. STANDARD SHEETS 619-20, 619-60, AND 619-61 FOR CLOSURE & FLAGGING DETAILS.



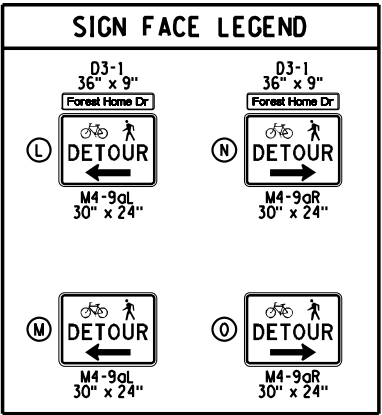
PEDESTRIAN DETOUR MAP
N.T.S.

PEDESTRIAN DETOUR NOTES:

1. REFER TO N.Y.S. STANDARD SHEET 619-11 FOR WORK ZONE TRAFFIC CONTROL LEGEND & TABLES.
2. REFER TO 'PROJECT VEHICLE DETOUR MAP' FOR LOCATIONS 'DETOUR AHEAD' & 'END DETOUR' SIGNS.



TYPICAL BRIDGE CLOSURE
N.T.S.



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STATE OF NEW YORK
MARK R. LAISTNER
Professional Engineer
7-11-13
DATE _____ DATE _____

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

DEPARTMENT OF PUBLIC WORKS

PROJECT NAME
FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE
WORK ZONE
TRAFFIC CONTROL
DETOUR PLAN

SCALE N.T.S.	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 5 OF 41	DRAWING NO. WZT-2

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DATE/TIME = 7/16/2013 12:35:54 PM
USER = Temp

DESIGN SUPERVISOR S. ANTHONY JOB MANAGER M. LAISTNER CHECKED BY B. HYDE DRAFTED BY J. ZHAO ESTIMATED BY D. ELIAS CHECKED BY D. WELLS DRAFTED BY D. WELLS CHECKED BY B. HYDE

DRAINAGE STRUCTURE AND PIPE TABLE														
INLET DRAINAGE STRUCTURE	STATION	(FT)	OFFSET	OUTLET DRAINAGE STRUCTURE	INLET STRUCTURE TYPE	INLET STRUCTURE ITEM NO.	FRAME NO.	GRATE OR COVER ITEM NO.	TOP OF GRATE ELEV.	INVERT ELEVATION	PIPE DESCRIPTION	PIPE ITEM NO.	PIPE LENGTH (LF)	DESCRIPTION
D-1	9+25.0	7.0	RT	D-2	S	604.301911	11	655.1111	836.62	E 833.72	12" SICPP	603.9812	17.4	SLOPE VARIES. SEE PROFILE FOR DETAIL.
D-2	9+43.8	5.9	RT	-	-	-	-	-	-	W 826.00	-	-	-	OUTLET THROUGH ABUTMENT
D-3	11+52.0	10.5	LT	D-4	S	604.301911	11	655.1111	834.53	SW 831.63	12" SICPP	603.9812	10.5	SLOPE = 1.5%
D-4	11+47.6	22.3	LT	EXISTING 12 INCH PIPE	48	604.4048	MH COVER	655.1202	834.20	SE 827.7±	12" SICPP	603.9812	4.0	CONNECT NEW SICPP TO EXIST 12 INCH PIPE WITH CONCRETE COLLAR (ITEM 603.77).
										SW 831.47				FIELD VERIFY LOCATION & DEPTH OF EXISTING 12" SICPP PRIOR TO FABRICATING STRUCTURE.
D-5	12+14.5	20.9	LT	EXISTING PIPE	EXIST. MH	604.070301	-	-	833.60	NW 827.7±	12" SICPP	603.9812	4.0	CONNECT NEW SICPP TO EXIST 12 INCH PIPE WITH CONCRETE COLLAR (ITEM 603.77).
										SW 828.8±	-	-	-	ADJUST FRAME & COVER TO PROPOSED GRADE & ALTER STRUCTURE TO ACCEPT NEW 12 INCH SICPP (ITEM 604.070301).
D-6	12+21.3	10.5	LT	D-6	48	604.4048	11	655.1111	833.50	NE 828.9±	12" SICPP	603.9812	10.2	SLOPE =0.5 +/-%
										SW 828.9±	12" SICPP	603.9812	4.0	CONNECT NEW SICPP TO EXIST 12 INCH PIPE WITH CONCRETE COLLAR (ITEM 603.77).
ITEM 603.77 - CONCRETE COLLARS														
ITEM 603.9812 - SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT & STORM DRAIN PIPE, 12 INCH DIAMETER														
ITEM 604.070301 - ALTERING DRAINAGE STRUCTURES, LEACHING BASINS AND MANHOLES														
ITEM 604.301911 - RECTANGULAR DRAINAGE STRUCTURE, TYPE S FOR #11 WELDED FRAME														
ITEM 604.4048 - ROUND PRECAST CONCRETE MANHOLE TYPE 48														
ITEM 655.1111 - WELDED FRAME & RECTICULINE GRATE #11														
ITEM 655.1202 - MANHOLE FRAME & COVER														

SIDEWALK RAMP TABLE						
ITEM 608.21 - EMBEDDED DETECTABLE WARNING UNITS						
STATION	OFFSET (FT)	SIDE	TYPE	HEADER LENGTH	TRANSITION LENGTH	ITEM 608.21 (SY)
11+66.2	15.5	LT	1	6.5	4.0	1.6
11+95.1	20.4	LT	1	4.3	4.0	1.0
12+13.2	11.0	LT	1	4.4	4.0	1.0
12+23.2	16.8	RT	1	5.0	6.0	1.1
TOTAL:						4.7

GUIDE RAIL REMOVAL				
ITEM 606.63 - REMOVING AND STORING BOX BEAM GUIDE RAILING ITEM 606.7920 - REMOVING AND DISPOSING BOX BEAM GUIDE RAILING END ASSEMBLY				
FROM STATION	TO STATION	SIDE	ITEM 606.63 (LF)	ITEM 606.7920 (EA)
8+74	9+41	LT	60	1
8+87	9+41	RT	47	1
10+59	2+67	RT	136	1
TOTAL:			243	3

GUIDE RAIL REMOVAL NOTE:

THE CONTRACTOR SHALL REMOVE AND STORE ALL RAIL SECTIONS FOR COUNTY PICK UP AND ALL POSTS AND HARDWARE WILL BECOME THE PROPERTY OF THE CONTRACTOR FOR REMOVAL AND DISPOSAL. ALL COSTS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 606.63.

MAILBOXES			
ITEM 619.27 - MAILBOXES			
STATION	SIDE	ITEM 619.27 (EA)	HOUSE ADDRESS
8+79	RT	1	236 FOREST HOME DR.
8+80	RT	1	237 FOREST HOME DR.
TOTAL:		2	

MAILBOX NOTE:

MAILBOX LOCATIONS SHALL BE COORDINATED WITH THE RESPECTIVE PROPERTY OWNER.

FENCE TABLE			
ITEM 607.6502--10 - SPLIT RAIL FENCE			
FROM STATION	TO STATION	SIDE	ITEM 607.6502--10 (LF)
10+75	11+63	LT	105
TOTAL:			105

FENCE NOTE:

THE COSTS FOR REMOVAL OF THE EXISTING WOOD SPLIT RAIL FENCE SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 201.06, CLEARING AND GRUBBING.

TABLE OF WORK RELEASES			
ADDRESS	REPUTED OWNER(S)	PURPOSE OF RELEASE	DATE OBTAINED
236 FOREST HOME DRIVE 237 FOREST HOME DRIVE 300 FOREST HOME DRIVE 320 CALDWELL ROAD	SUZANNE SHIPE AHN & MICHAEL C. AHN BARBARA ELLEN CHAMBERS ALAN M. FLETCHER & JULIA M. FLETCHER CORNELL UNIVERSITY	GRADING, DRIVEWAY GRADING, STEPS GRADING, TRANSPLANTS GRADING, DRIVEWAY	

UNDERDRAIN TABLE						
ITEM 605.0901 - UNDERDRAIN FILTER, TYPE I ITEM 605.1502 - PERFORATED CORRUGATED POLYETHYLENE UNDERDRAIN TUBING, 6 INCH DIAMETER						
UPSTREAM STATION	SIDE	FEATURE	DOWNSTREAM STATION	SIDE	FEATURE	ITEM 605.0901 (LF)
10+70.5	RT	END CAP	12+33.0	RT	BURIED DS	8.1
TOTAL:						159.8

NEW GUIDE RAIL TABLE								
ITEM 606.10 - BOX BEAM GUIDE RAILING ITEM 606.120101 - BOX BEAM GUIDE RAILING END PIECE ITEM 606.120201 - BOX BEAM GUIDE RAILING END ASSEMBLY TYPE IIA								
BEGIN STATION	OFFSET (FT)	SIDE	END STATION	OFFSET (FT)	SIDE	ITEM 606.10 (LF)	ITEM 606.120101 (EA)	ITEM 606.120201 (EA)
8+82.5	9.5	RT	8+90.0	8.9	RT	18.0 9.0	1	1
8+90.0	8.9	RT	9+07.9	7.5	RT			
10+92.7	10.6	RT	11+02.2	11.0	RT			
11+02.2	11.0	RT	11+27.7	18.5	RT			
8+82.3	11.0	LT	8+89.6	10.5	LT	18.0 18.0	1	1
8+89.6	10.5	LT	9+07.6	9.3	LT			
10+91.6	11.0	LT	11+08.9	11.4	LT			
11+08.9	11.4	LT	11+16.0	11.4	LT			
TOTAL:						63.0	3	1

CURB TABLE								
ITEM 609.01 - STONE CURB (AS DETAILED) ITEM 609.0201 - STONE CURB, GRANITE (TYPE A)								
START STATION	OFFSET (FT)	SIDE	END STATION	OFFSET (FT)	SIDE	ITEM 609.01 (LF)	ITEM 609.0201 (LF)	COMMENTS
8+72.0	10.5	LT	8+82.5	10.5	LT	27.1 29.4	10.6	R = 210.5'
8+82.5	10.5	LT	9+35.0	7.0	LT		52.6	
9+35.0	7.0	LT	9+38.8	7.0	LT		3.8	
10+61.3	7.0	LT	10+65.0	7.0	LT		3.8	
10+65.0	7.0	LT	10+91.3	10.5	LT		27.0	R = 25.0'
10+91.3	10.5	LT	11+18.5	10.5	LT		28.6	
11+18.5	10.5	LT	11+55.0	10.5	LT		36.7	
11+55.0	10.5	LT	0+40.3	10.5	LT		38.3	
0+40.3	10.5	LT	0+50.0	10.5	LT		9.7	R = 25.0' R = 189.5'
0+28.1	10.5	RT	0+24.7	10.5	RT		3.4	
0+24.7	10.5	RT	12+15.7	10.5	LT		31.3	
12+15.7	10.5	LT	12+27.2	10.5	LT		10.9	
9+20.0	7.0	RT	9+38.8	7.0	RT	27.1 29.4	18.8	R = 18.0' R = 18.0'
10+61.3	7.0	RT	10+65.0	7.0	RT		3.8	
11+82.2	10.5	RT	12+04.1	25.5	RT			
12+19.1	30.3	RT	12+34.7	10.5	RT			
TOTAL:						56.5	279.2	

TIMBER BOLLARD TABLE			
ITEM 608.72146108 - BOLLARD			
STATION	OFFSET (FT)	SIDE	ITEM 608.72146108 (LF)
11+63	15	RT	1
11+70	16	RT	1
11+77	16	RT	1
11+84	16	RT	1
11+91	16	RT	1
TOTAL:			5

SIDEWALK TABLE							
ITEM 304.0194--04 - TRAILWAY TOP COURSE, STONE DUST (CY) ITEM 608.0101 - CONCRETE SIDEWALKS AND DRIVEWAYS (CY)							
START STATION	OFFSET (FT)	SIDE	END STATION	OFFSET (FT)	SIDE	ITEM 304.0194--04 (CY)	ITEM 608.0101 (CY)
8+15.0	15.2	LT	8+54.0	12.3	LT	0.6	4.0 6.0 1.2 0.2 0.5
8+70.5	12.4	LT	9+41.8	9.2	LT		
10+58.3	9.2	LT	11+63.9	13.7	LT		
11+96.2	18.8	LT	12+15.7	10.9	LT		
8+75.9	10.5	RT					
12+23.0	17.0	RT					
TOTAL:						0.6	12.0

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STATE OF NEW YORK
MARK R. LAISTNER
Professional Engineer
No. 089072
7-11-13

DATE

DATE

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

TOMPKINS COUNTY

DEPARTMENT OF PUBLIC WORKS

PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE

ROADWAY TABLES

SCALE
N.T.S.

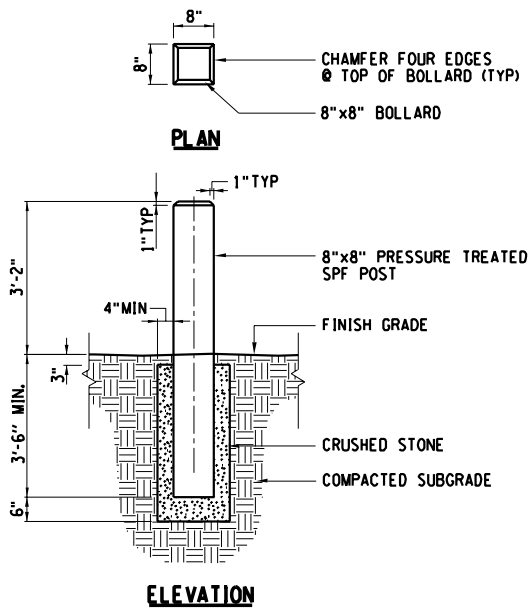
DATE
JULY 2013

P.I.N.
3950.41

EAA PROJECT NO.
19201.00

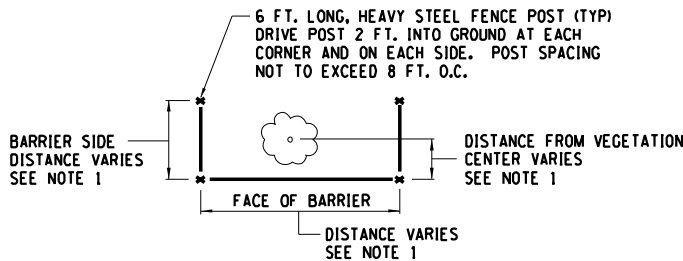
SHEET NO.
6 OF 41

DRAWING NO.
RT-1

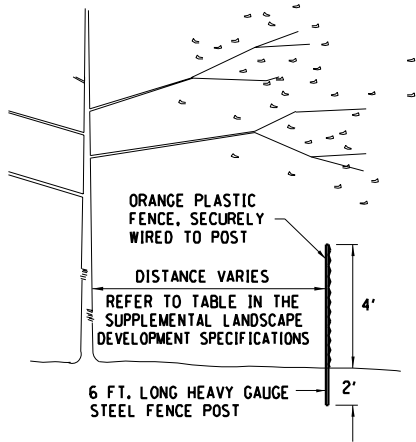


NOTES:
1. ALL COSTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 608.72146108.

WOOD BOLLARD DETAIL
N.T.S.



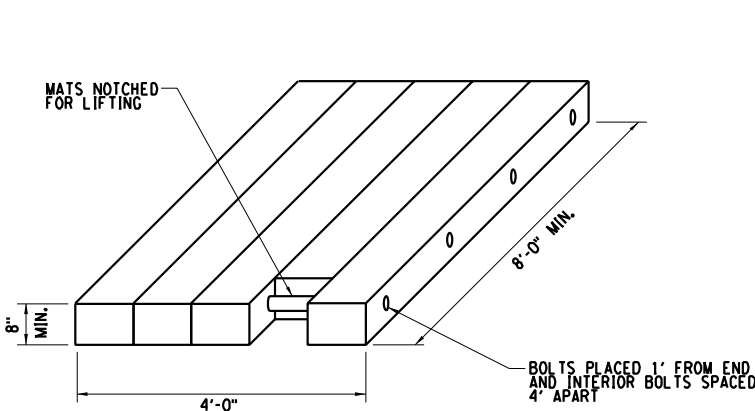
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SECTION

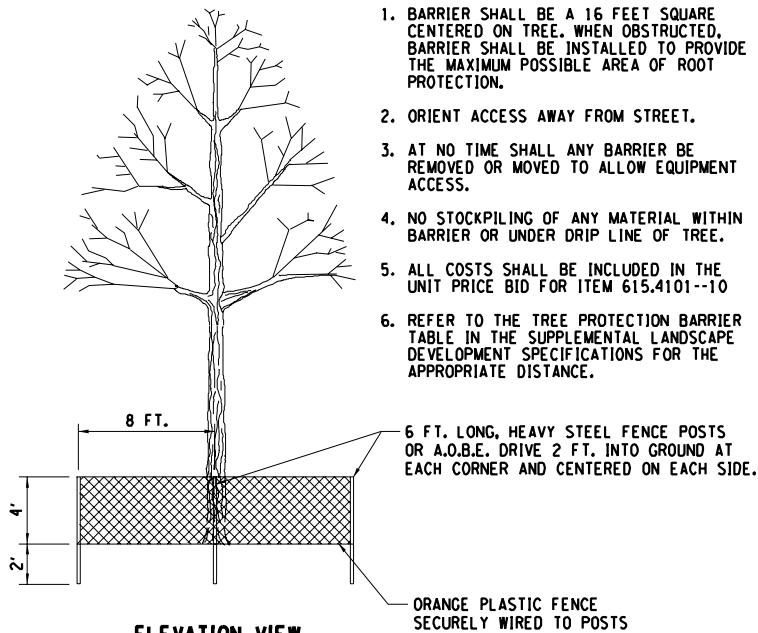
VEGETATION PROTECTION BARRIER DETAILS
N.T.S.

NOTES:
1. REFER TO THE VEGETATION PROTECTION BARRIER TABLE IN THE SUPPLEMENTAL LANDSCAPE DEVELOPMENT SPECIFICATIONS FOR THE APPROPRIATE DISTANCE.
2. AT NO TIME SHALL ANY VEGETATION PROTECTION BARRIER BE REMOVED OR MOVED TO ALLOW EQUIPMENT ACCESS.
3. NO STOCKPILING OF ANY MATERIAL WITHIN BARRIER OR UNDER DRIP LINE OF TREE.
4. ALL COSTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 607.4101--10.

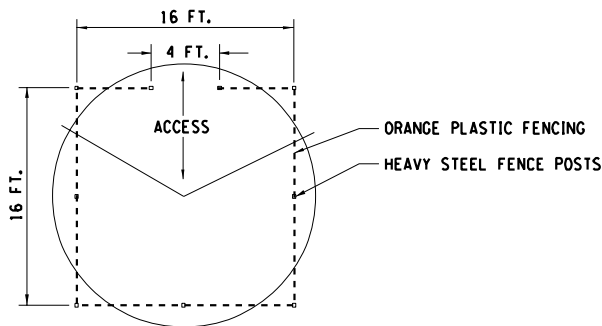


NOTES:
1. ALL COSTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 615.43----11.

TIMBER MUD MATS DETAIL
N.T.S.



ELEVATION VIEW

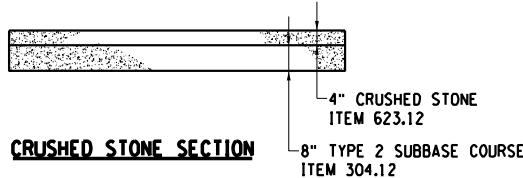
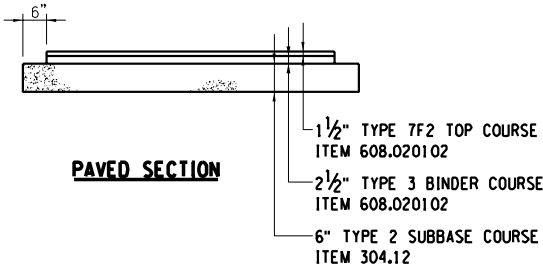
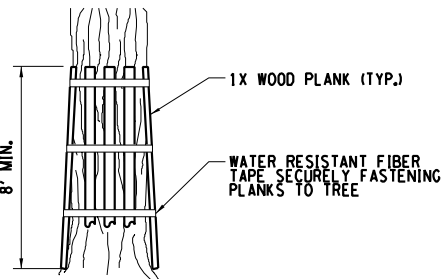


PLAN VIEW

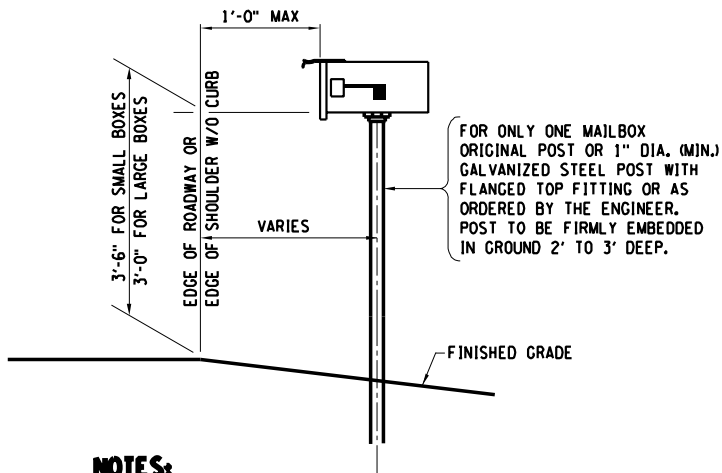
TREE PROTECTION BARRIER DETAILS
N.T.S.

NOTES:
1. ALL COSTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 201.06.

TREE PLANKING DETAIL
N.T.S.



TYPICAL DRIVEWAY DETAIL
N.T.S.



NOTES:
1. THIS DETAIL MEETS THE STANDARDS OF THE U.S. POSTAL SERVICE AND IS TO BE USED AS A GUIDE FOR THE RELOCATION OF MAILBOXES.
2. NO MAILBOX SHALL BE REMOVED AND/OR RELOCATED WITHOUT 5 DAYS WRITTEN NOTICE TO THE OWNING PARTY.
3. ALL COSTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 619.27.

MAILBOX INSTALLATION DETAIL
N.T.S.

REESTABLISHING DRIVEWAYS									
ITEM 304.12 - SUBBASE COURSE, TYPE 2									
ITEM 608.020102 - HOT MIX ASPHALT (HMA) SIDEWALKS, DRIVEWAYS, BICYCLE PATHS & VEGETATION CONTROL STRIPS									
ITEM 623.12 - CRUSHED STONE (IN PLACE MEASURE)									
LOCATION	SIDE	EXISTING SURFACE	CLASS	WIDTH (FT)	PAVING LIMIT (FT)	TRANSITION LIMIT (FT)	DRIVEWAY ANGLE		DRIVEWAY TYPE
							ACUTE ANGLE	OBTUSE ANGLE	
FOREST HOME DRIVE / CALDWELL ROAD									
8+62.2	LT	PAVED	RESIDENTIAL	10.1	26.9	0.0	63.5	116.5	1
12+06.7	RT	GRAVEL	COMMERICAL	16.0	21.7	39.5	79.8	100.2	1

DRIVEWAY NOTES:
1. REFER TO STANDARD SHEET 608-03, 608-04, 608-05 & 608-06 FOR ADDITIONAL DETAILS.

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NO.	DESCRIPTION	BY	DATE

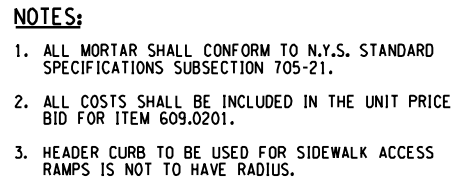
CLIENT

DEPARTMENT OF PUBLIC WORKS

PROJECT NAME
FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE
ROADWAY DETAILS

SCALE N.T.S.	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 7 OF 41	DRAWING NO. RD-1



The diagram illustrates the cross-section of a concrete curb. Key features and dimensions include:

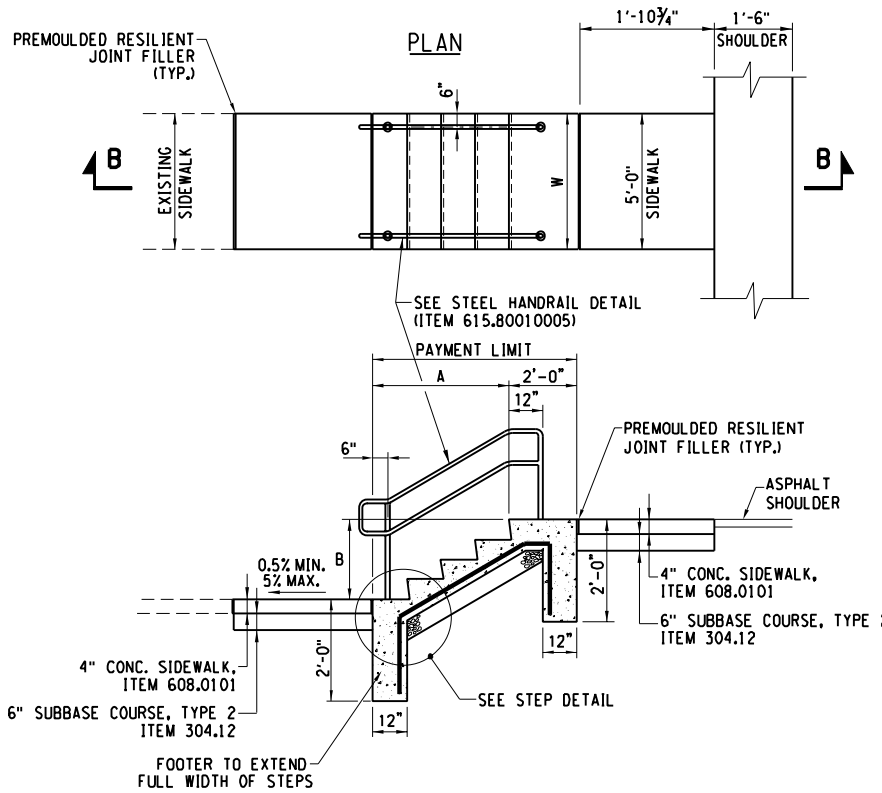
- FINISHED GRADE**: Indicated by a horizontal line at the top left.
- 5"**: The vertical height of the curb face from the finished grade to the top of the pavement.
- FRONT ARRIS LINE**: The top edge of the curb face.
- EXPOSED FACE**: The vertical face of the curb.
- TOP OF PAVEMENT**: The horizontal line representing the top surface of the pavement.
- 2 1/2"**: The horizontal distance from the front arris line to the center of the curb base.
- 1 1/2"**: The thickness of the curb base.
- 3" MIN.**: The minimum depth of the dry-mix concrete bed below the curb base.
- 12"**: The width of the curb base.
- 9"**: The height of the dry-mix concrete bed.
- 12' ± 1"**: The length of the curb.
- DRY-MIX CONCRETE BED FOR FULL LENGTH OF CURB. PAY FOR UNDER CURB ITEM.**: A note indicating the material and measurement for the base.

NOTES:

- ALL MORTAR SPECIFICATIONS
- ALL COSTS FOR MATERIALS AND LABOR

1. THE LOWER LIMIT OF THE CLASS A CONCRETE ENCASUREMENT SHALL BE AT, OR BELOW, THE LOWEST PORTION OF THE LEVELING COURSE.
2. THE CONTRACTOR SHALL REMOVE OR ADD COURSES OF BLOCK OR BRICK IN ORDER TO ADJUST THE MANHOLE SUCH THAT THE FRAME AND COVER WILL BE AT THE PROPER FINISH GRADE AND CROSS-SLOPE.
3. THE COST FOR TACK COAT, CONCRETE ENCASUREMENT, DAMPROOFING, EXCAVATION, BACKFILL AND LEVELING COURSES SHALL BE INCLUDED IN ITEM 604.070301.
4. THE DETAILS ON THIS SHEET SHALL APPLY TO BOTH STORM AND SANITARY SEWER MANHOLES.

STAIRWAY DIMENSIONS						
LOCATION	NO. STEPS	A	B	W	R	T
8+75.9 RT.	5	60"	30"	60"	6"	12"



SCALE N.T.S.	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 8 OF 41	DRAWING NO. RD-2

SANITARY FORCE MAIN WORK;

- 1 TIE IN CONNECTION TO EXISTING 4" DIP SANITARY FORCE MAIN.
- 2 PLUG AND ABANDON EXISTING 4" DIP FORCE MAIN.
- 3 4" 45° BEND.
- 4 4" 45° VERTICAL BENDS INSULATED WHERE MINIMUM COVER CANNOT BE OBTAINED.
- 5 3/4" AUTOMATIC AIR RELEASE VALVE.
- 6 INSULATED 4" DIP FORCE MAIN SUSPENDED ON BRIDGE.
- 7 REMOVE EXISTING 4" DIP INSULATED FORCE MAIN SUSPENDED ON BRIDGE.

WATER MAIN WORK;

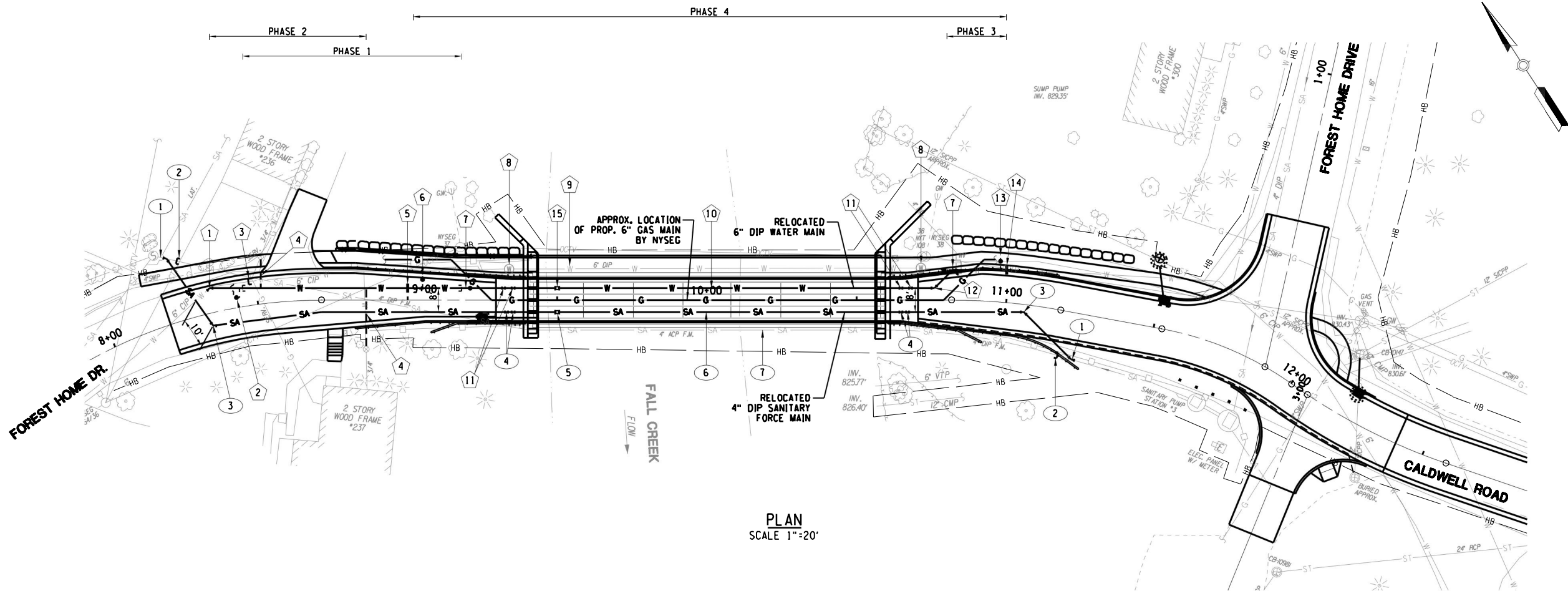
- 1 TIE IN CONNECTION TO EXISTING 6" CIP WATER MAIN W/ 6" 45° BEND.
- 2 TEMPORARY 6" END CAP W/ 1 1/2" WATER SOURCE CONNECTION TO EXISTING 6" CIP WATER MAIN.
- 3 PLUG & ABANDON EXISTING 6" CIP WATER MAIN.
- 4 RE-ESTABLISH WATER SERVICE W/ 1" COPPER FROM NEW MAIN TO EXISTING CURB STOP.
- 5 6" GATE VALVE.
- 6 1" TEMPORARY BLOWOFF/TESTING TAP.
- 7 TEMPORARY 6" END CAP W/ 1 1/2" BLOWOFF/ TESTING TAP.
- 8 ABANDON EXISTING VALVE VAULT.
- 9 REMOVE EXISTING 6" DIP INSULATED WATER MAIN SUSPENDED ON BRIDGE.
- 10 INSULATED 6" DIP WATER MAIN SUSPENDED ON BRIDGE.
- 11 6" 45° VERTICAL BENDS INSULATED WHERE MINIMUM COVER CANNOT BE OBTAINED.
- 12 6" 45° BENDS.
- 13 1 1/2" TEMPORARY BLOWOFF/SAMPLING TAP.
- 14 TIE IN CONNECTION TO EXISTING 6" CIP WATER MAIN W/ 6" GATE VALVE.
- 15 3/4" AUTOMATIC AIR RELEASE VALVE.

WATER MAIN PHASING;

1. INSTALL NEW 6" MAIN VALVE ON WEST SIDE OF BRIDGE BEYOND CONSTRUCTION AREA APPROXIMATELY STA. 8+45.
 2. INSTALL TEMPORARY SERVICE CONNECTIONS AT EXISTING CURB STOPS TO *236 AND *237 FOREST HOME DRIVE APPROXIMATELY STA. 8+35.
 3. INSTALL NEW 6" MAIN VALVE ON EAST SIDE OF BRIDGE BEYOND CONSTRUCTION AREA APPROXIMATELY STA. 11+00.
 4. EXISTING WATER MAIN CAN BE REMOVED IN AREA BETWEEN NEW 6" MAIN VALVES.
 5. CONSTRUCT NEW WATER MAIN BETWEEN NEW 6" MAIN VALVES, FLUSH, PRESSURE TEST AND DISINFECT.
 6. CONNECT EXISTING SERVICE LINES TO *236 AND *237 FOREST HOME DRIVE TO NEW 6" WATER MAIN.
- * DURING CONSTRUCTION, WEST SIDE OF BRIDGE WILL BE FED BY CHRISTOPHER CIRCLE TANK (BP) TO NEW 6" VALVE. EAST SIDE OF BRIDGE WILL BE FED BY CORNELL GROUND TANK (CU) TO NEW VALVE.

NOTES;

1. SEE DRAWING NO. UT-2 FOR WATER MAIN AND SANITARY SEWER DETAILS.
2. SEE DRAWING NO. BR-4 FOR DRAINAGE & UTILITY PROFILES.
3. LOCATION OF PROPOSED 6" GAS MAIN IS APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED BY NYSEG IN COORDINATION WITH TOMPKINS COUNTY DPW. THE CONTRACTOR SHALL COORDINATE ALL WORK ACTIVITIES WITH NYSEG OR ITS CONTRACTOR, AS APPROPRIATE.
4. ASBESTOS CONTAINING BITUMINOUS JOINT MATERIALS HAVE BEEN IDENTIFIED ON THE EXISTING SUSPENDED WATER MAIN. REFER TO THE SPECIAL NOTES IN THE CONTRACT DOCUMENTS FOR ADDITIONAL INFORMATION.
5. GAS SLEEVES AND HANGERS ARE TO BE SUPPLIED BY NYSEG.
6. CONTACT TOWN OF ITHACA AND BOLTON POINT WATER PRIOR TO ANY WORK ON WATER MAINS. FOLLOW ALL TOWN OF ITHACA AND BOLTON POINT STANDARDS AND REGULATIONS.



PLAN
SCALE 1"=20'

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

TOMPKINS COUNTY

DEPARTMENT OF PUBLIC WORKS

PROJECT NAME

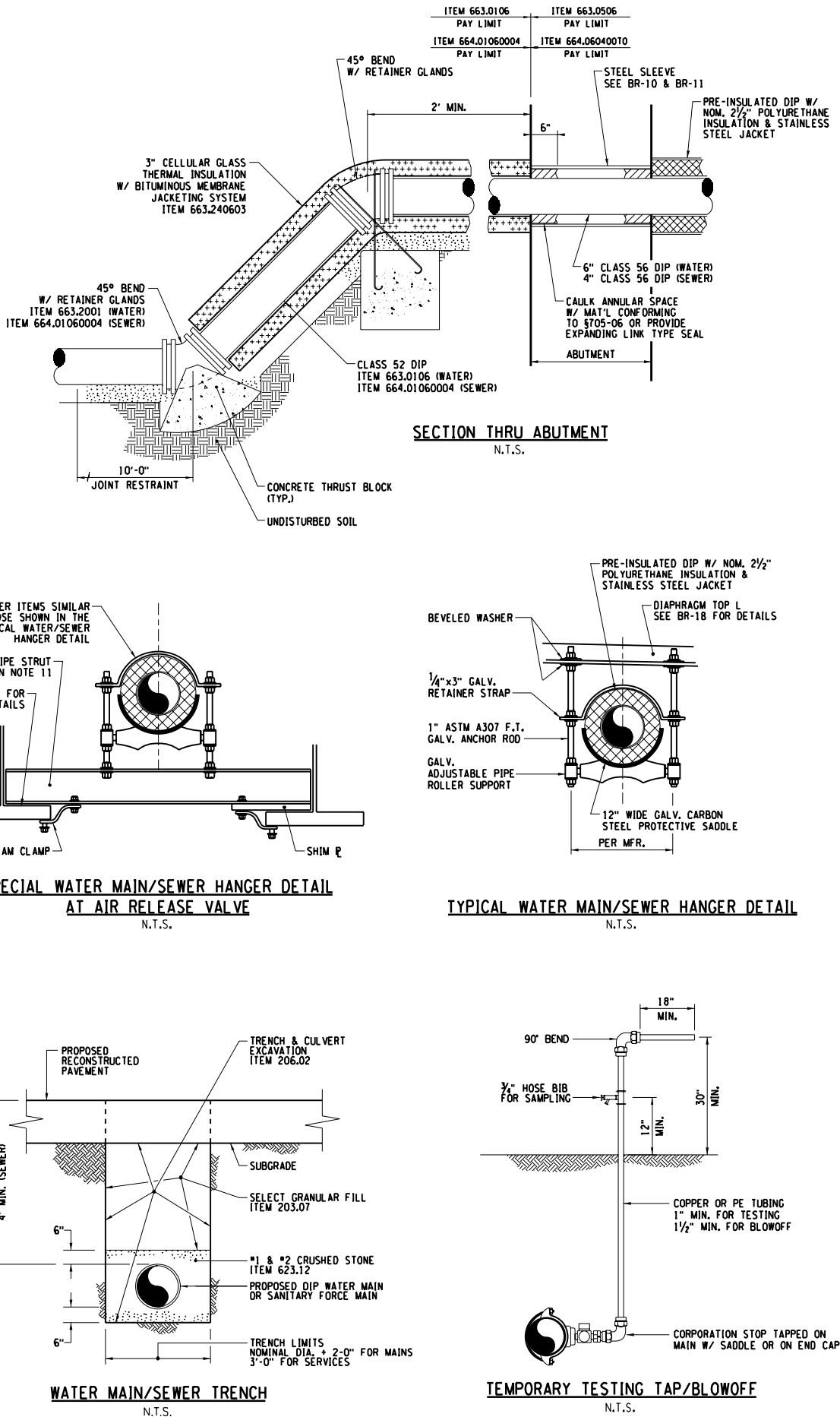
**FOREST HOME DRIVE
OVER
FALL CREEK**

B.I.N. 3047450

DRAWING TITLE

UTILITY DETAILS

SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 9 OF 41	DRAWING NO. UT-1



- WATER MAIN NOTES:**
1. WATER MAINS AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND SPECIFICATIONS OF THE TOWN OF ITHACA, BOLTON POINT WATER SYSTEM, AND NEW YORK STATE DEPARTMENT OF HEALTH, AND MUST MEET APPROPRIATE AWWA STANDARDS.
 2. BURIED WATER MAIN SHALL BE DUCTILE IRON CEMENT-LINED CLASS 52 WITH PUSH ON JOINTS. SUSPENDED WATER MAIN SHALL BE DUCTILE IRON CEMENT-LINED CLASS 56 WITH RESTRAINED PUSH ON JOINTS. ALL BURIED DIP SHALL BE ENCASED IN POLYETHYLENE PER, ANSI/AWWA C-105 A 21.5-93. ALL DIP SHALL MEET AWWA STANDARD C-151.
 3. WATER MAINS SHALL BE PRESSURE TESTED IN ACCORDANCE WITH AWWA STANDARD C-600 FOR PRESSURE/LEAKAGE TESTING FOR DUCTILE IRON PIPE. TEST PRESSURE SHALL BE 150 PSI. THE ENGINEER AND APPROPRIATE MUNICIPAL INSPECTORS MUST WITNESS THE TEST.
 4. THE WATER MAIN SHALL BE DISINFECTED EQUAL TO AWWA STANDARD SPECIFICATIONS, DESIGNATION C-651, BY THE CONTINUOUS FEED METHOD. FOLLOWING DISINFECTION, THE WATER MAIN SHALL BE FLUSHED UNTIL THE CHLORINE CONCENTRATION IN THE WATER LEAVING THE MAIN IS NO HIGHER THAN THAT GENERALLY PREVAILING IN THE SYSTEM. THE SAMPLING POINT(S) SHALL BE DECONTAMINATED BY FLAMING. AFTER FLUSHING AND DISINFECTING THE WATER MAIN, WATER SAMPLES WILL BE COLLECTED FROM THE MAIN BY THE ENGINEER. FIRE HYDRANTS ARE NOT ACCEPTABLE SAMPLING POINTS. WRITTEN APPROVAL AND NOTIFICATION FROM THE NEW YORK STATE DEPARTMENT OF HEALTH MUST BE RECEIVED BEFORE THE MAIN IS PLACED IN SERVICE. THE ENGINEER AND APPROPRIATE MUNICIPAL INSPECTORS MUST RECEIVE AT LEAST 48-HOUR ADVANCE NOTIFICATION REQUESTING SAMPLING SERVICES. THE ENGINEER WILL COLLECT SAMPLES FOR FREE CHLORINE RESIDUAL, TOTAL AND FECAL COLIFORM AND 24-HOUR BACTERIAL PLATE COUNT. ALL WATER MAIN AND FITTINGS NOT RECEIVING 24-HOUR CHLORINE DISINFECTION CONTACT TIME MUST BE SWAB DISINFECTED 30-60 MINUTES PRIOR TO INSTALLATION USING A 5% SODIUM HYPOCHLORITE SOLUTION.
 5. WATER MAINS AND ALL WATER SERVICE LINES SHALL HAVE A MINIMUM OF 5' OF COVER FROM FINISHED GRADE WHERE POSSIBLE. WHEN MINIMUM COVER CANNOT BE OBTAINED, THE WATER MAINS SHALL BE INSULATED AS DETAILED.
 6. MINIMUM VERTICAL SEPARATION BETWEEN WATER MAIN AND SEWER MAIN SHALL BE 18" MEASURED FROM THE OUTSIDE OF THE PIPES AT THE POINT OF CROSSING. AT CROSSINGS, ONE FULL LENGTH OF WATER MAIN SHALL BE CENTERED UNDER OR OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. WHERE A WATER MAIN CROSSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT (COMPACTED SELECT FILL) SHALL BE PROVIDED FOR THE SEWER TO PREVENT EXCESSIVE DEFLECTION OF JOINT AND SETTLING ON AND BREAKING THE WATER MAINS. MINIMUM HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SEWER MAINS SHALL BE 10' MEASURED FROM THE OUTSIDE OF THE PIPES. WHEN THIS CONDITION CANNOT BE MET, THE WATER MAINS AND SEWER MAINS SHALL BE CONSTRUCTED IN SEPARATE TRENCHES AND THE SEWER MAIN SHALL BE WATERWORKS GRADE AND PRESSURE TESTED TO ENSURE WATER TIGHTNESS.
 7. FITTINGS (TEES, BENDS, PLUGS, REDUCERS, ETC.) NOTED ON THE PLANS SHALL BE BACKED WITH 3,000 PSI CONCRETE THRUST BLOCKS. CONCRETE MUST NOT CONTAIN ANY FLY-ASH OR OTHER POZZOLAN-CONTAINING MATERIALS. RETAINER GLANDS SHALL ALSO BE INSTALLED ON ALL FITTINGS TO PROVIDE FOR SECONDARY THRUST RESTRAINT REQUIRED BY THE OWNER.
 8. DURING CONSTRUCTION, ALL OPEN PIPES ENDS SHALL BE COVERED IN A WATER-TIGHT MANNER USING TEMPORARY CAPS, PLUGS OR DOUBLE-LAYERED PLASTIC SHEETING.
 9. THE EXCAVATION WATER LEVEL SHALL BE KEPT A MINIMUM OF 12" BELOW THE WATER MAIN INVERT DURING INSTALLATION.
 10. TEMPORARY WATER SOURCE SHALL BE PROVIDED FROM THE EXISTING MAIN FOR FLUSHING AND TESTING OF THE NEW MAIN. ALL COSTS SHALL BE INCLUDED IN PRICE BID FOR ITEM 663.2901.
 11. WATER/SEWER HANGERS SHALL BE PROVIDED AT EVERY DIAPHRAGM AS WELL AS ON EITHER SIDE OF THE AIR RELEASE VALVE. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL CUT SHEETS FOR ALL HANGERS, AS WELL AS DETAILED DRAWINGS DEPICTING THE LAYOUT OF THE PRE-INSULATED PIPING, INCLUDING SPECIAL TREATMENT AT JOINTS AND AIR RELEASE VALVES.
 12. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR CONNECTIONS TO, REMOVAL AND DISPOSAL OF, OR ABANDONMENT OF EXISTING WATER MAINS AND APPURTENANCES UNLESS SPECIFICALLY NOTED ON THE DRAWINGS. ALL COSTS FOR THIS WORK SHALL BE INCLUDED IN THE BID PRICES FOR THE VARIOUS RELATED ITEMS IN THE CONTRACT.

- SANITARY SEWER FORCE MAIN NOTES:**
1. SANITARY SEWERS AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND SPECIFICATIONS OF THE TOWN OF ITHACA.
 2. REFER TO WATER MAIN NOTES 2, 3, 6, 7, 11 & 12 FOR SIMILAR REQUIREMENTS.
 3. SANITARY SEWERS SHALL HAVE A MINIMUM OF 4' OF COVER FROM FINISHED GRADE WHERE POSSIBLE. WHEN MINIMUM COVER CANNOT BE OBTAINED, THE SEWER SHALL BE INSULATED AS DETAILED.
 4. THE PROPOSED SEWER IMPROVEMENTS WILL REQUIRE CONSTRUCTION OF A TEMPORARY BYPASS SYSTEM TO MAINTAIN FORCE MAIN DISCHARGE FLOWS ACROSS THE WORK AREA. THE POINTS OF CONNECTION FOR THE BYPASS SYSTEM MAY FALL ANYWHERE BETWEEN THE EXISTING PUMP STATION DISCHARGE AND THE MANHOLE AT STA. 8+20. THE CONTRACTOR SHALL SUBMIT DETAILED PLANS NOTING PROPOSED MATERIALS, SUPPORT STRUCTURES, PUMPS, AND ANY TEMPORARY CHANGES TO THE EXISTING PUMP STATION FOR APPROVAL. REFER TO THE SPECIFICATIONS FOR ITEM 603.99100105 FOR ADDITIONAL REQUIREMENTS.

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STATE OF NEW YORK
SEAL OF THE STATE
7-11-13
DATE

DATE

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REVISIONS

NO.	DESCRIPTION	BY	DATE

CLIENT

SEAL OF TOMPKINS COUNTY

DEPARTMENT OF
PUBLIC WORKS

PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE

UTILITY DETAILS

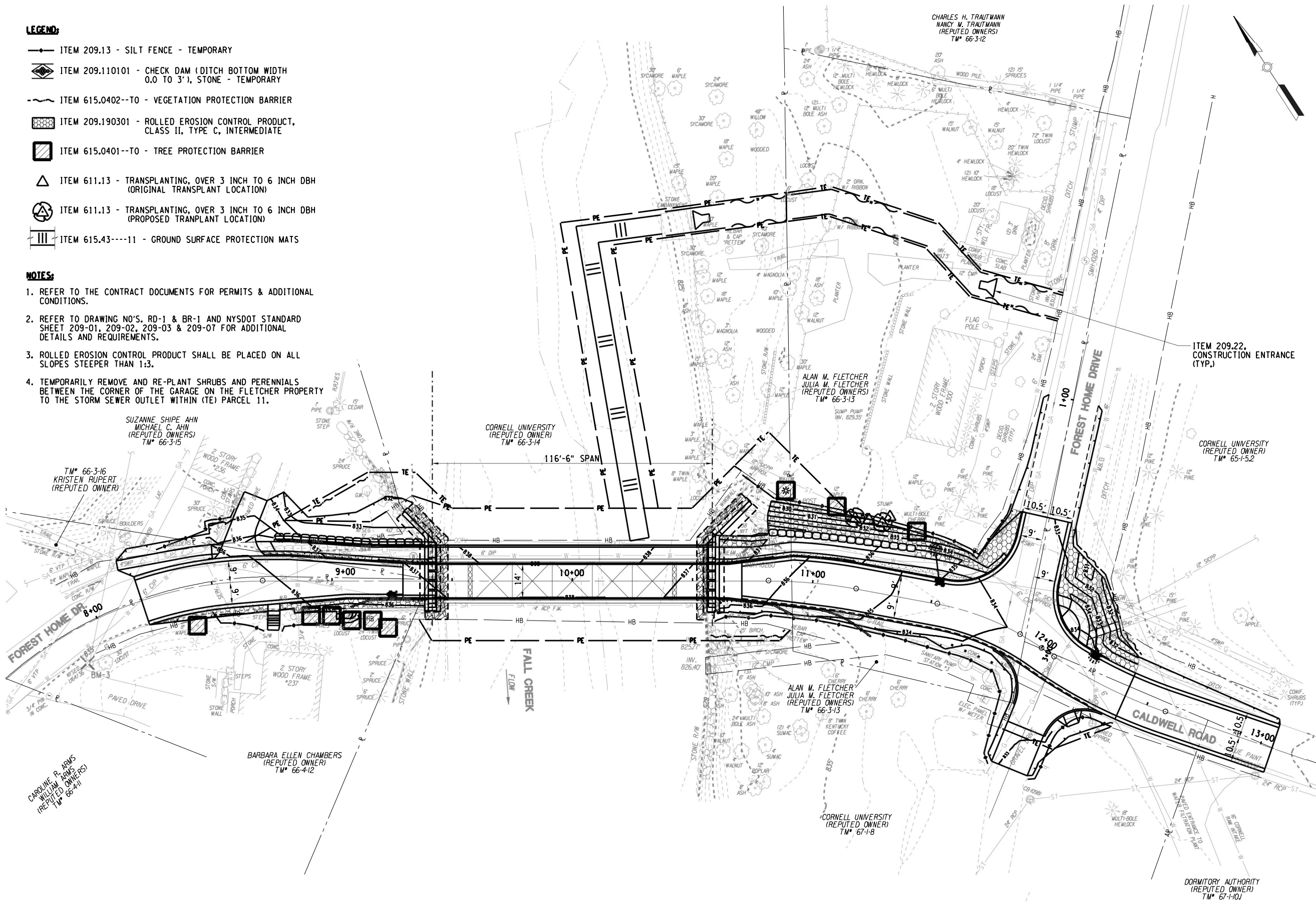
SCALE	DATE
N.T.S.	JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 10 OF 41	DRAWING NO. UT-2

LEGEND:

- ITEM 209.13 - SILT FENCE - TEMPORARY
- ITEM 209.110101 - CHECK DAM (DITCH BOTTOM WIDTH 0.0 TO 3'), STONE - TEMPORARY
- ITEM 615.0402--T0 - VEGETATION PROTECTION BARRIER
- ITEM 209.190301 - ROLLED EROSION CONTROL PRODUCT, CLASS II, TYPE C, INTERMEDIATE
- ITEM 615.0401--T0 - TREE PROTECTION BARRIER
- ITEM 611.13 - TRANSPLANTING, OVER 3 INCH TO 6 INCH DBH (ORIGINAL TRANSPLANT LOCATION)
- ITEM 611.13 - TRANSPLANTING, OVER 3 INCH TO 6 INCH DBH (PROPOSED TRANPLANT LOCATION)
- ITEM 615.43----11 - GROUND SURFACE PROTECTION MATS

NOTES:

- REFER TO THE CONTRACT DOCUMENTS FOR PERMITS & ADDITIONAL CONDITIONS.
- REFER TO DRAWING NO'S. RD-1 & BR-1 AND NYSDOT STANDARD SHEET 209-01, 209-02, 209-03 & 209-07 FOR ADDITIONAL DETAILS AND REQUIREMENTS.
- ROLLED EROSION CONTROL PRODUCT SHALL BE PLACED ON ALL SLOPES STEEPER THAN 1:3.
- TEMPORARILY REMOVE AND RE-PLANT SHRUBS AND PERENNIALS BETWEEN THE CORNER OF THE GARAGE ON THE FLETCHER PROPERTY TO THE STORM SEWER OUTLET WITHIN (TE) PARCEL 11.



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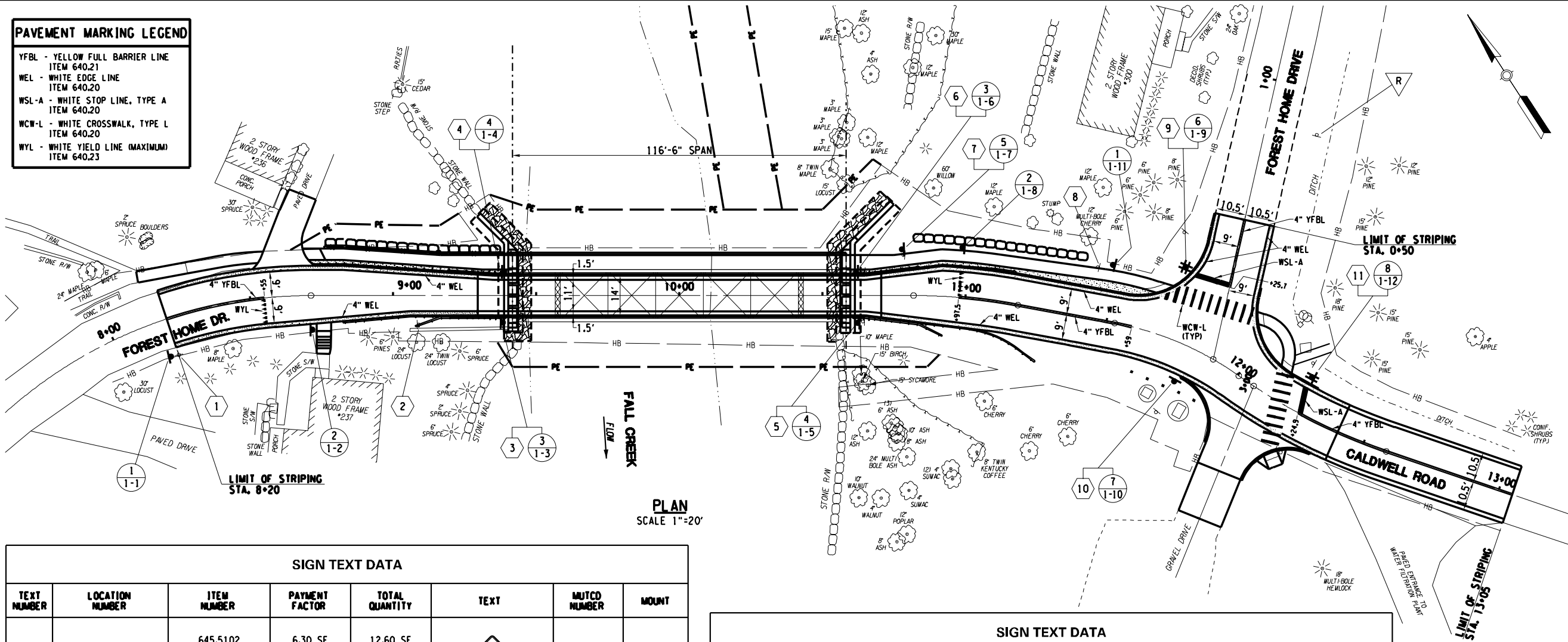
B.I.N. 3047450

DRAWING TITLE

EROSION CONTROL
PLAN

SCALE 1" = 20'	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 11 OF 41	DRAWING NO. ECP-1

PAVEMENT MARKING LEGEND	
YFBL - YELLOW FULL BARRIER LINE	ITEM 640.21
WEL - WHITE EDGE LINE	ITEM 640.20
WSL-A - WHITE STOP LINE, TYPE A	ITEM 640.20
WCW-L - WHITE CROSSWALK, TYPE L	ITEM 640.20
WYL - WHITE YIELD LINE (MAXIMUM)	ITEM 640.23



PLAN
SCALE 1"=20'

SIGN TEXT DATA							
TEXT NUMBER	LOCATION NUMBER	ITEM NUMBER	PAYMENT FACTOR	TOTAL QUANTITY	TEXT	MUTCD NUMBER	MOUNT
1	1-1, 1-11	645.5102	6.30 SF	12.60 SF		W5-3 30" x 30"	GR MTD
		645.81	1 EA	2 EA			
2	1-2, 1-8	645.5201	5.70 SF	11.40 SF		R1-2 30" x 30" x 30"	GR MTD
		645.81	1 EA	2 EA			
3	1-3, 1-6	645.5101	3.00 SF	6.00 SF		OM3-R 12" x 36"	GR MTD
		645.81	1 EA	2 EA			
4	1-4, 1-5	645.5101	3.00 SF	6.00 SF		OM3-L 12" x 36"	GR MTD
		645.81	1 EA	2 EA			
5	1-7	645.5102	8.60 SF	8.60 SF		W1-3L 30" x 30"	GR MTD
		645.81	2 EA	2 EA			
6	1-9	645.5101	7.33 SF	7.33 SF		D3-1 2 @ 30" x 8" (B-B)	GR MTD
		645.5201	8.30 SF	8.30 SF			
		645.81	2 EA	2 EA			
		645.5101	7.33 SF	7.33 SF			

SIGN TEXT DATA							
TEXT NUMBER	LOCATION NUMBER	ITEM NUMBER	PAYMENT FACTOR	TOTAL QUANTITY	TEXT	MUTCD NUMBER	MOUNT
7	1-10	645.5202	8.00 SF	8.00 SF		W1-7 48" x 24"	GR MTD
		645.81	2 EA	2 EA			
8	1-12	645.5101	3.33 SF	3.33 SF		D3-1 2 @ 30" x 8" (B-B)	GR MTD
		645.5201	8.30 SF	8.30 SF			
		645.81	1 EA	1 EA			

SIGN LEGEND	
SYMBOL	DESCRIPTION
	NEW SIGN LOCATION NUMBER TEXT NUMBER
	SIGN REMOVAL LOCATION NUMBER
	RELOCATE TO POSITION SHOWN
	TO REMAIN
	EXISTING SIGN
	PROPOSED SIGN

SIGN REMOVALS			
ITEM 647.51 - REMOVE AND DISPOSE SIGN PANEL, SIGN PANEL ASSEMBLY SIZE I (UNDER 30 SQUARE FEET)			
LOCATION NUMBER	SIDE	TEXT	ITEM 647.01 (EA)
1	RT	STEEL DECK BRIDGE	1
2	RT	PEDESTRIAN CROSSING	1
3	RT	BRIDGE OBJECT MARKER / WEIGHT LIMIT 15 TONS	1
4	LT	BRIDGE OBJECT MARKER	1
5	RT	BRIDGE OBJECT MARKER	1
6	LT	BRIDGE OBJECT MARKER / WEIGHT LIMIT 15 TONS	1
7	LT	TWO CURVE WARNING / 15 MPH	1
8	LT	STEEL DECK BRIDGE	1
9	LT	STOP / STREET SIGNS	1
10	RT	DOUBLE ARROW SIGN	1
11	LT	STOP	1
TOTAL:			11

SIGN NOTES:

- SIGN LOCATIONS AS SHOWN ON PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL INSTALL NEW SIGNS IN ACCORDANCE WITH THE MUTCD.
- THE PAYMENT FACTORS FOR SIGNS ARE FROM THE APPLICABLE STANDARD SHEETS OR SIGN FACE LAYOUTS.
- THE PAYMENT FACTOR FOR POSTS IS THE NUMBER OF POSTS PROVIDED PER INSTALLATION.
- THE TOTAL PAYMENT QUANTITY IS OBTAINED BY MULTIPLYING THE NUMBER OF LOCATIONS (SHOWN IN THE LOWER RIGHT CORNER OF THE LOCATIONS BLOCK) BY THE PAYMENT FACTOR.
- WHERE MULTIPLE PANELS ARE LOCATED ON ONE SIGN ASSEMBLY, PAYMENT WILL ONLY BE MADE FOR REMOVING ONE SIGN UNLESS THE COMBINED AREA IS GREATER THAN 10 S.F.
- PORTABLE STOP SIGN AT PLANTATIONS DRIVEWAY SHALL BE REMOVED AND REINSTALLED IN THE APPROPRIATE LOCATION A.O.B.E. ONCE THE PROJECT IS COMPLETE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS WORK.

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DEPARTMENT OF
PUBLIC WORKS

PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK

B.I.N. 3047450

DRAWING TITLE

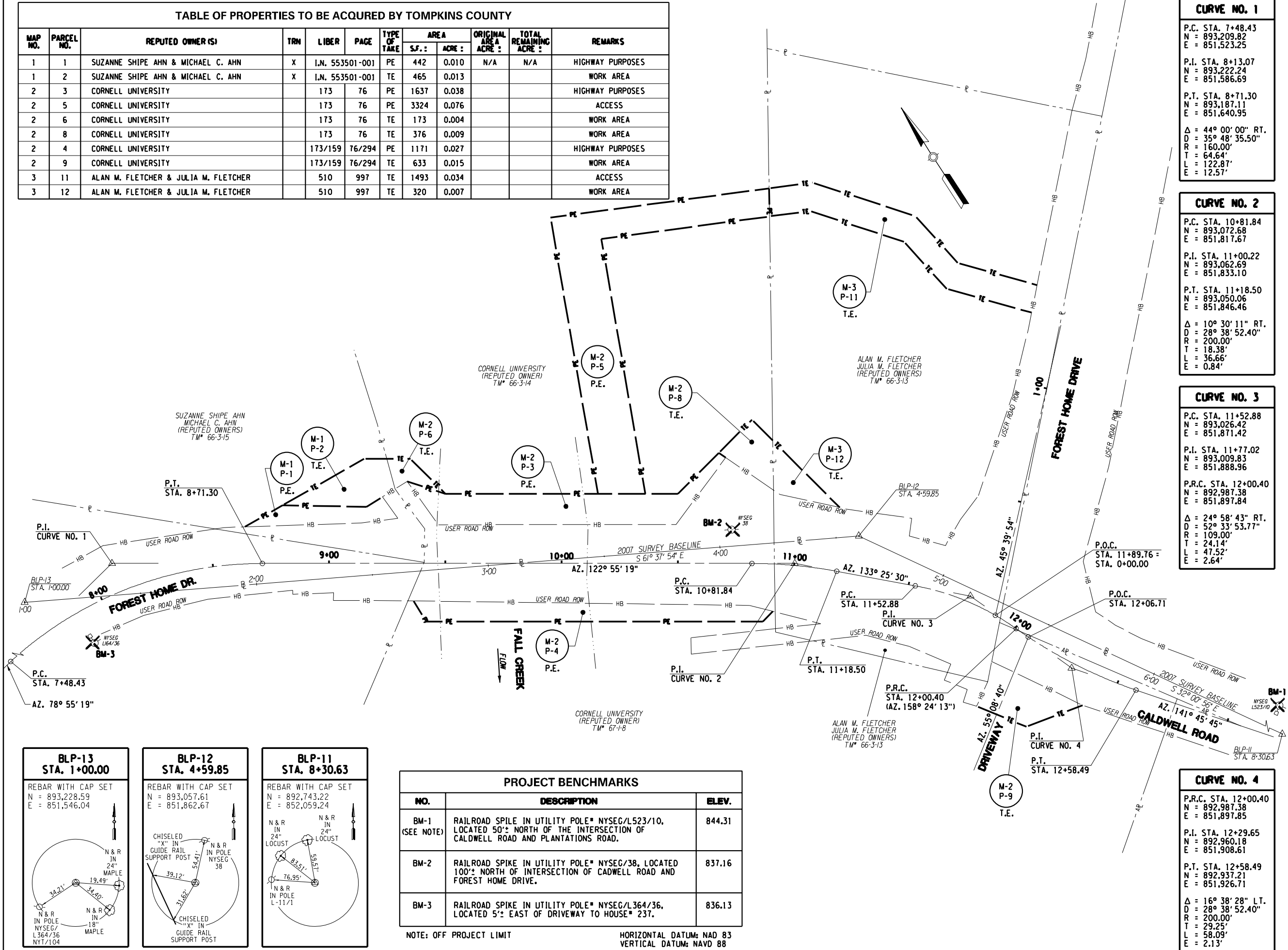
PAVEMENT MARKINGS
AND SIGNS

SCALE	DATE
AS NOTED	JULY 2013
P.I.N.	EAA PROJECT NO.
3950.41	19201.00
SHEET NO.	DRAWING NO.
12 OF 41	SGN-1

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USER = Temp

DESIGN SUPERVISOR S. ANTHONY JOB MANAGER M. LAISTNER CHECKED BY B. HYDE DRAFTED BY J. ZHAO ESTIMATED BY D. ELIAS CHECKED BY D. WELLS DRAFTED BY B. HYDE

TABLE OF PROPERTIES TO BE ACQUIRED BY TOMPKINS COUNTY											
MAP NO.	PARCEL NO.	REPUTED OWNER (S)	TRN	LIBER	PAGE	TYPE OF TAKE	AREA		ORIGINAL AREA ACRE :	TOTAL REMAINING ACRE :	REMARKS
							S.F. :	ACRE :			
1	1	SUZANNE SHIPE AHN & MICHAEL C. AHN	X	I.N. 553501-001		PE	442	0.010		N/A	HIGHWAY PURPOSES
1	2	SUZANNE SHIPE AHN & MICHAEL C. AHN	X	I.N. 553501-001		TE	465	0.013			WORK AREA
2	3	CORNELL UNIVERSITY		173	76	PE	1637	0.038			HIGHWAY PURPOSES
2	5	CORNELL UNIVERSITY		173	76	PE	3324	0.076			ACCESS
2	6	CORNELL UNIVERSITY		173	76	TE	173	0.004			WORK AREA
2	8	CORNELL UNIVERSITY		173	76	TE	376	0.009			WORK AREA
2	4	CORNELL UNIVERSITY		173/159	76/294	PE	1171	0.027			HIGHWAY PURPOSES
2	9	CORNELL UNIVERSITY		173/159	76/294	TE	633	0.015			WORK AREA
3	11	ALAN M. FLETCHER & JULIA M. FLETCHER		510	997	TE	1493	0.034			ACCESS
3	12	ALAN M. FLETCHER & JULIA M. FLETCHER		510	997	TE	320	0.007			WORK AREA



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REVISIONS
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CLIENT

DEPARTMENT OF PUBLIC WORKS

PROJECT NAME
FOREST HOME DRIVE OVER FALL CREEK
B.I.N. 3047450

DRAWING TITLE
SURVEY, ALIGNMENT & RIGHT-OF-WAY PLAN

SCALE
1" = 20'

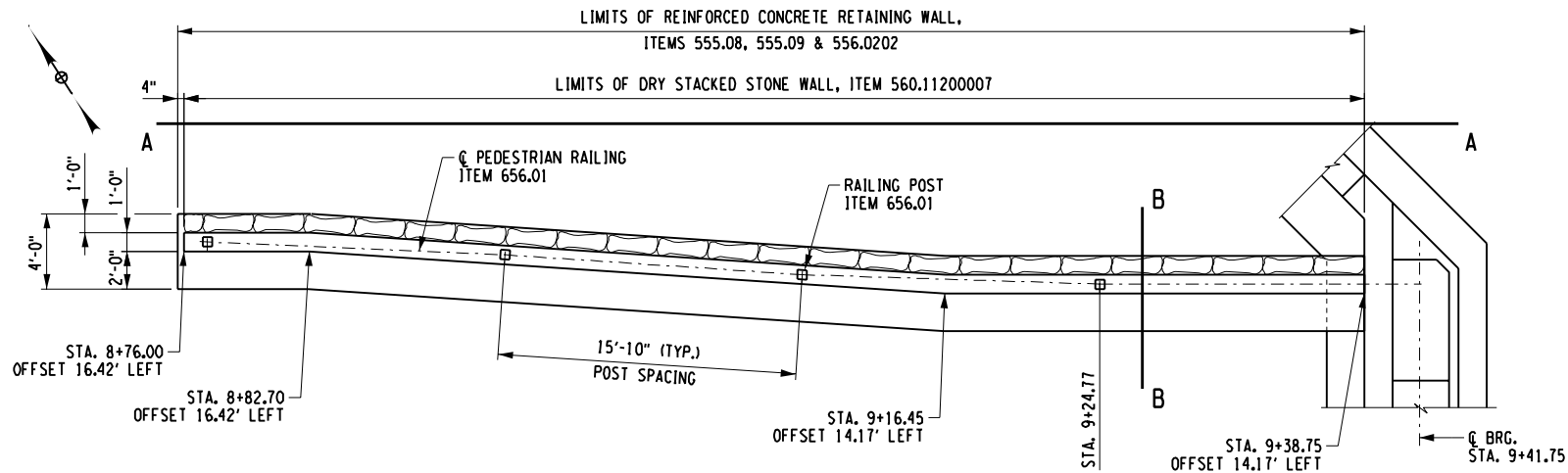
DATE
JULY 2013

P.I.N.
3950.41

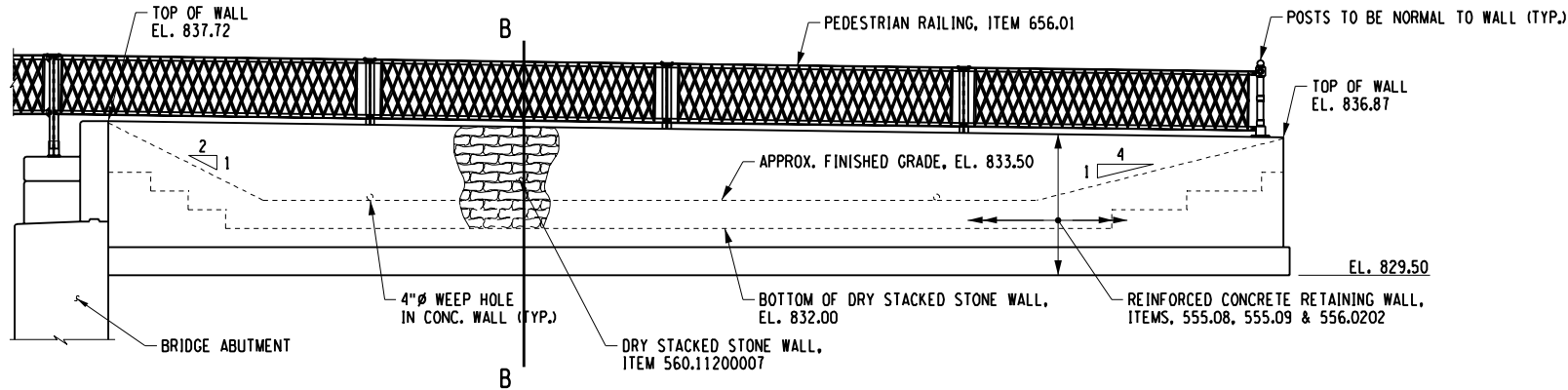
EAA PROJECT NO.
19201.00

SHEET NO.
13 OF 41

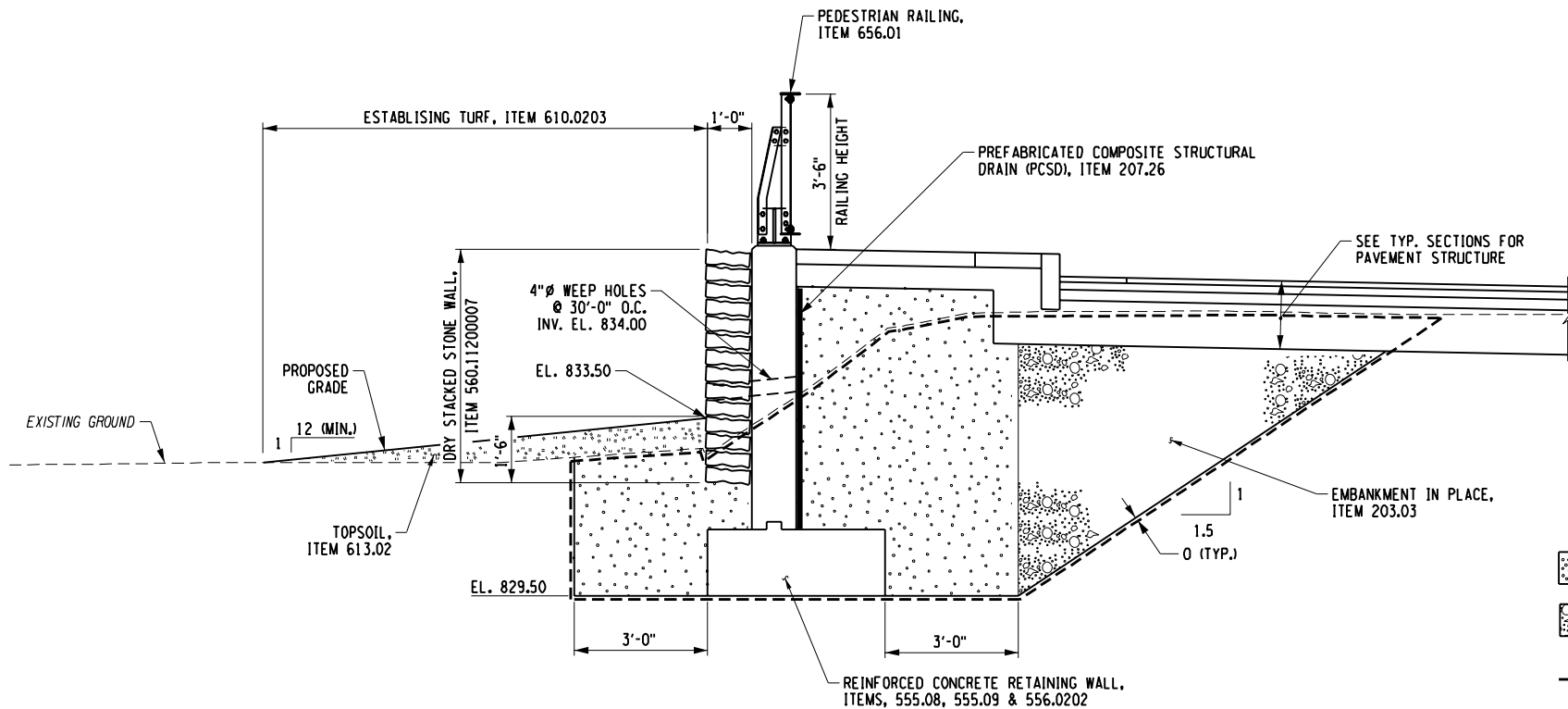
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SAP-1



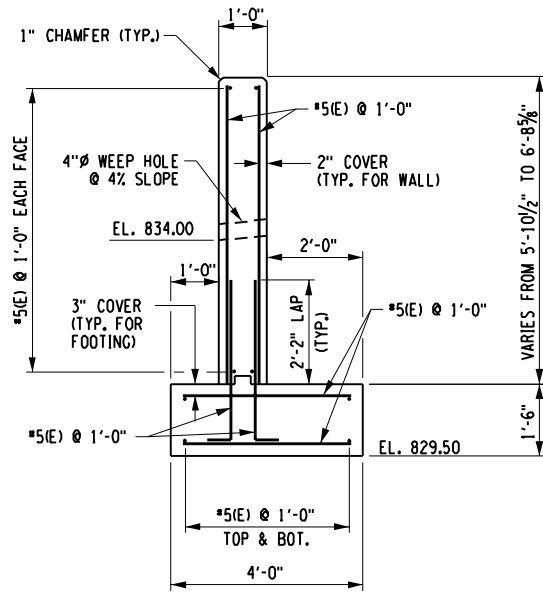
RETAINING WALL PLAN
SCALE: 1"=5'



ELEVATION A-A
SCALE: 1"=5'-0"



SECTION B-B
SCALE: 1/2" = 1'-0"



WALL REINFORCEMENT SECTION
SCALE: 1/2" = 1'-0"

NOTES:

1. COST OF REMOVAL OF EXISTING LAID-UP STONE WALL TO BE INCLUDED IN ITEM 206.01. STONE SALVAGED FROM THE EXISTING WALL MAY BE RE-USED, SUBJECT TO APPROVAL OF THE ENGINEER.
2. FOR PEDESTRIAN RAILING DETAILS, SEE DWG. NO. BR-23.

LEGEND

- SELECT STRUCTURE FILL - ITEM 203.21, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY
- EMBANKMENT IN PLACE - ITEM 203.03
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION - ITEM 206.01
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN (PCSD) - ITEM 207.26

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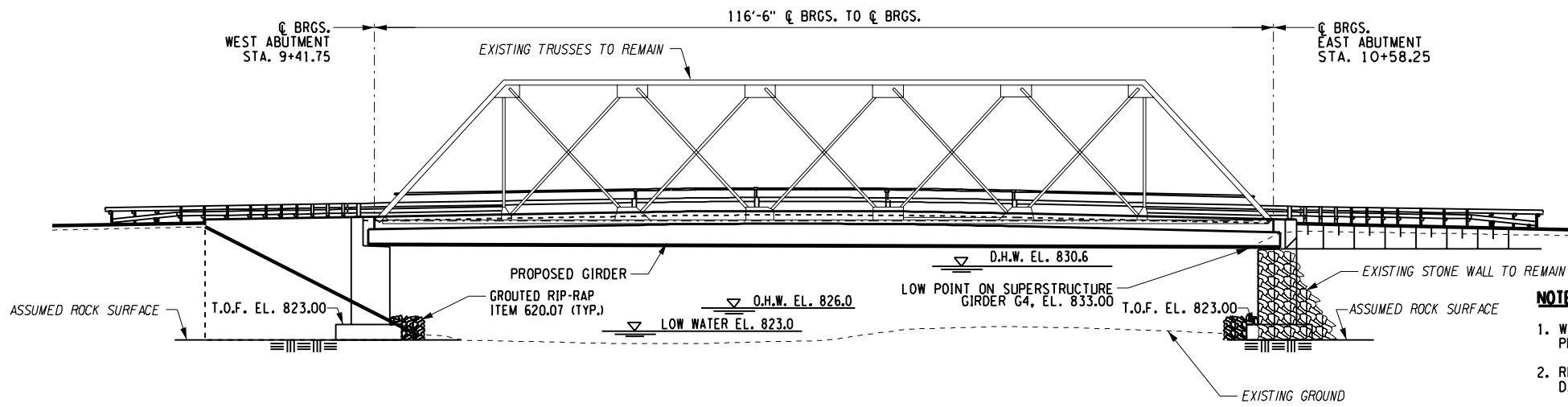
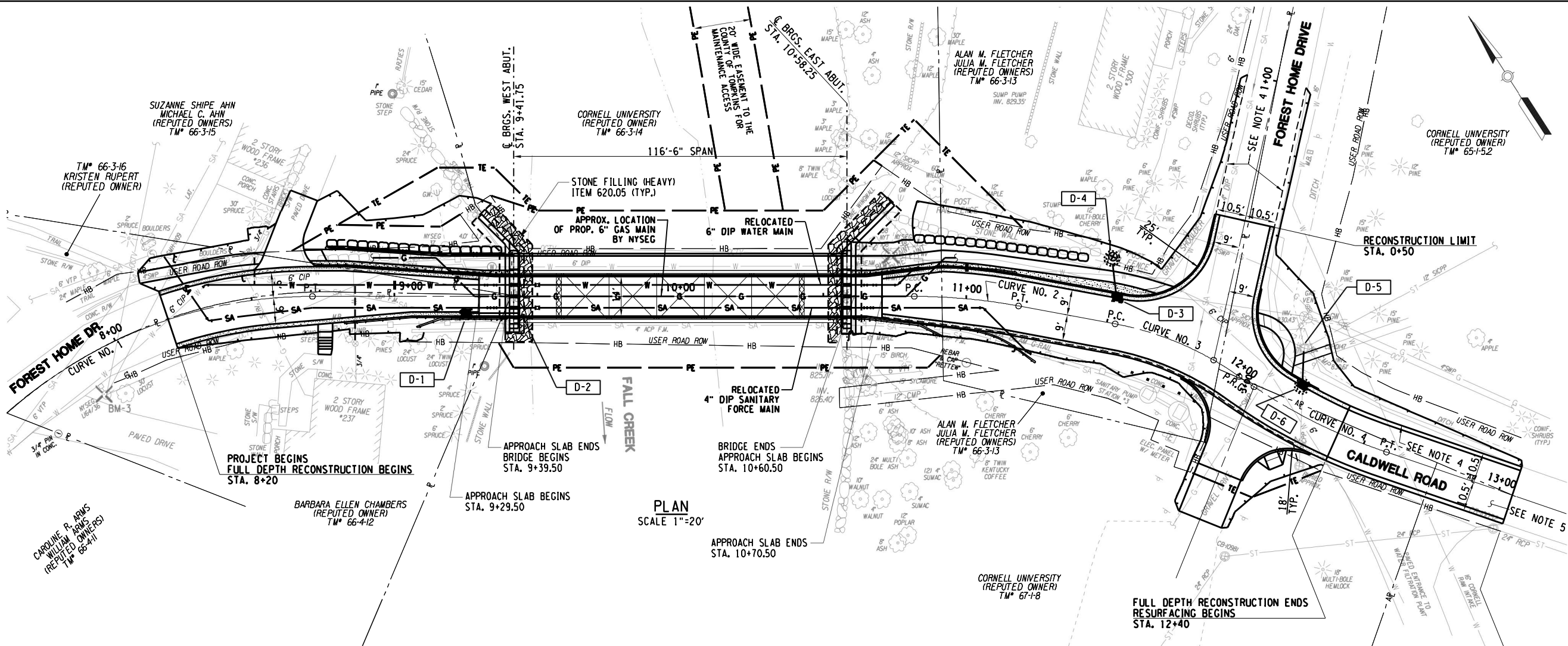
PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE

RETAINING WALL PLAN
AND DETAILS

SCALE	DATE
AS NOTED	JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 14 OF 41	DRAWING NO. RW-1



ELEVATION
SCALE 1"=10'

LOAD RATING (LRFD)	
INVENTORY	1.20
OPERATING	1.56

LOAD RATING (LFD)		
INVENTORY	HS 43	77 TONS
OPERATING	HS 71	128 TONS

NOTES:

1. WATER SURFACE ELEVATIONS BASED ON WATER DEPTH FROM FEMA PROFILE IN THE FLOOD INSURANCE STUDY.
2. REFER TO DRAWING NO. SAP-1 FOR HORIZONTAL ALIGNMENT DATA.
3. REFER TO DRAWING NOS. UT-1 AND UT-2 FOR UTILITY WORK.
4. SAWCUT AND REMOVE EXCESS PAVEMENT TO THE LIMITS SHOWN AND RESTORE AREAS WITH TOPSOIL AND TURF. PAYMENT WILL BE MADE UNDER ITEMS 203.02, 610.1402 AND 610.1601. ALL COSTS FOR SAWCUTTING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203.02.
5. CALDWELL ROAD PAVEMENT SHALL BE RESURFACED TO TRANSITION TO PROPOSED CROWN LOCATION AND CROSSLOPE. THE EXISTING PAVEMENT SHALL BE MILLED 1 1/2" MIN., TACK COATED, AND PAVED WITH HMA TOP COURSE. PAYMENT WILL BE MADE UNDER ITEMS 490.10, 407.0102, AND 402.097302. AN INTERMEDIATE SHIM COURSE OF ITEM 402.097302 MAY BE REQUIRED A.O.B.E. PRIOR TO PLACEMENT OF THE TOP COURSE.
6. THE BURIED DRAINAGE INLET AT APPROX. STA. 12+33 SHALL BE FIELD LOCATED BY THE CONTRACTOR AND CLEARED OF DEBRIS. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK. ALL COSTS SHALL BE INCLUDED IN THE VARIOUS RELATED ITEMS IN THE CONTRACT.

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

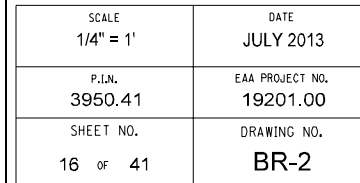
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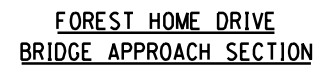
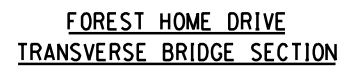
DEPARTMENT OF
PUBLIC WORKS

PROJECT NAME
**FOREST HOME DRIVE
OVER
FALL CREEK**
B.I.N. 3047450

DRAWING TITLE
PLAN & ELEVATION

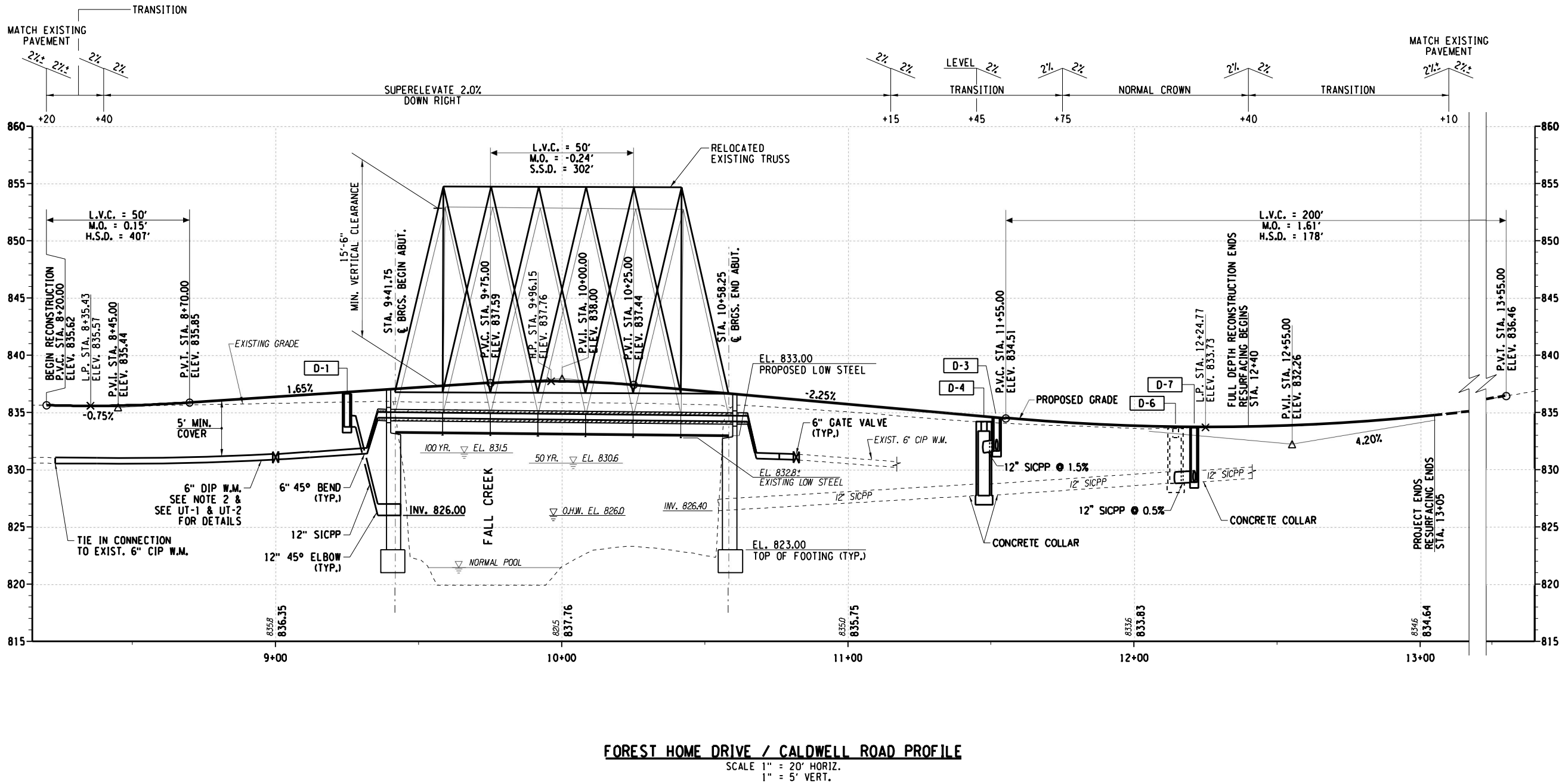
SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 15 OF 41	DRAWING NO. BR-1





REVISIONS			
NO.	DESCRIPTION	BY	DATE

SCALE 1/4" = 1'	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 17 OF 41	DRAWING NO. BR-3



NOTES:

1. WATER SURFACE ELEVATIONS BASED ON WATER DEPTH FROM FEMA PROFILE IN THE FLOOD INSURANCE STUDY.
2. PROFILE OF PROPOSED WATER MAIN SHOWN ONLY. PROFILE OF SANITARY FORCE MAIN SIMILAR, BUT NOT SHOWN FOR CLARITY.
3. MEASUREMENT AND PAYMENT FOR THE SICPP ELBOWS WILL BE MADE FOR THE EQUIVALENT LENGTH OF PIPE UNDER THE RESPECTIVE BID ITEM.

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NO.	DESCRIPTION	BY	DATE

CLIENT

DEPARTMENT OF PUBLIC WORKS

PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK

B.I.N. 3047450

DRAWING TITLE

PROFILE

SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 18 OF 41	DRAWING NO. BR-4

TABLE OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	ESTIMATED	FINAL
202.19	REMOVAL OF SUBSTRUCTURES	CY	256.0	
203.21	SELECT STRUCTURE FILL	CY	259.0	
206.01	STRUCTURE EXCAVATION	CY	1100.0	
207.26	PREFABRICATED COMPOSITE STRUCTURAL DRAIN	SY	138.0	
304.12	SUBBASE COURSE, TYPE 2	CY	10.2	
553.020001	COFFERDAMS (TYPE 2)	EA	2.0	
555.08	FOOTING CONCRETE, CLASS HP	CY	55.5	
555.09	CONCRETE FOR STRUCTURES, CLASS HP	CY	160.9	
555.11	CONCRETE FOR STRUCTURES, CLASS DP	CY	1.9	
556.0202	EPOXY-COATED BAR REINFORCEMENT FOR STRUCTURES	LB	15321.0	
556.03	STUD SHEAR CONNECTIONS FOR BRIDGES	EA	752.0	
557.0103	SUPERSTRUCTURE SLAB WITH INTEGRAL WEARING SURFACE- BOTTOM FORMWORK REQUIRED- TYPE 3 FRICTION	SY	199.4	
557.2003	STRUCTURAL APPROACH SLAB WITH INTEGRAL WEARING SURFACE - TYPE 3 FRICTION	SY	40.8	
558.02	LONGITUDINAL SAWCUT GROOVING OF STRUCTURAL SLAB SURFACE	SY	176.0	
559.18960118	PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND BRIDGE DECK OVERLAYS	SF	2707.0	
564.0501	STRUCTURAL STEEL (TYPE 1)	LS	1.0	
564.0502	STRUCTURAL STEEL (TYPE 2)	LS	1.0	
564.100001	STRUCTURAL STEEL REPLACEMENT	LB	8952.0	
564.100002	STRUCTURAL STEEL REPLACEMENT	LB	124.0	
564.75020004	STRUCTURAL STEEL REPAIR, TYPE II	EA	3.0	
565.2021	TYPE EB FIXED BEARING (0 TO 55K)	EA	4.0	
565.2023	TYPE EB FIXED BEARING (112 TO 168K)	EA	4.0	
565.2031	TYPE EB EXPANSION BEARING (0 TO 55 K)	EA	4.0	
565.2033	TYPE EB EXPANSION BEARING (112 TO 168K)	EA	4.0	
568.70	TRANSITION BRIDGE RAILING	FT	120.0	
570.160001	CLASS B CONTAINMENT SYSTEM	LS	1.0	
571.04	DISP. OF NON-HAZARDOUS INDUSTRIAL SOLID PAINT REM. WASTE	LB	2000.0	
572.010001	STRUCTURAL STEEL PAINT SYSTEM; SHOP APPLIED	SF	7224.0	
574.010001	STRUCTURAL STEEL PAINTING; OVERCOATING	LS	1.0	
585.01	STRUCTURAL LIFTING OPERATIONS, TYPE A	EA	4.0	
586.02	DRILLING AND GROUTING BOLTS OR REINFORCING BARS	EA	33.0	
587.1001	BOX BEAM BRIDGE RAIL (ONE RAIL)	FT	125.0	
587.1002	BOX BEAM BRIDGE RAIL (TWO RAIL)	FT	125.0	
589.010001	REMOVAL OF EXISTING STEEL	LB	83174.0	
589.010002	REMOVAL OF EXISTING STEEL	LB	9076.0	
594.01	TIMBER AND LUMBER	CF	186.0	
620.07	GROUTED RIP-RAP	CY	50.0	
656.01	MISCELLANEOUS METALS	LB	4120.0	
698.06	STEEL / IRON PRICE ADJUSTMENT	DC	100.0	

BRIDGE DRAWING INDEX	
DESCRIPTION	DRAWING NUMBER
GENERAL PLAN & ELEVATION	BR-1
TYPICAL SECTIONS - 1	BR-2
TYPICAL SECTIONS - 2	BR-3
PROFILE	BR-4
ESTIMATE OF BRIDGE QUANTITIES & DRAWING INDEX	BR-5
GENERAL NOTES	BR-6
BRIDGE DEMOLITION PLAN & DETAILS	BR-7
TRUSS LIFTING & REPAIRS	BR-8
EXCAVATION & EMBANKMENT DETAILS	BR-9
WEST ABUTMENT PLAN & ELEVATION	BR-10
EAST ABUTMENT PLAN & ELEVATION	BR-11
ABUTMENT SECTIONS	BR-12
ABUTMENT PEDESTAL PLANS & DETAILS	BR-13
MISCELLANEOUS ABUTMENT DETAILS	BR-14
FIXED BEARINGS	BR-15
EXPANSION BEARINGS	BR-16
BEARING DETAILS	BR-17
FRAMING PLAN	BR-18
STEEL FRAMING TABLES	BR-19
STEEL FRAMING DETAILS	BR-20
TRANSVERSE SECTIONS	BR-21
SUPERSTRUCTURE SLAB & APPROACH SLABS	BR-22
PEDESTRIAN RAILING DETAILS	BR-23
BRIDGE RAILING LAYOUT	BR-24
BRIDGE RAILING DETAILS - 1	BR-25
BRIDGE RAILING DETAILS - 2	BR-26
BRIDGE RAILING DETAILS - 3	BR-27

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7-11-13

DATE

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DEPARTMENT OF
PUBLIC WORKS

PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE

ESTIMATE OF BRIDGE
QUANTITIES AND
BRIDGE DRAWING INDEX

SCALE NONE	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 19 OF 41	DRAWING NO. BR-5

GENERAL NOTES

1. DESIGN SPECIFICATIONS: NYSDOT LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF JANUARY 2013 FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS: F'c = 3000 psi

2. LIVE LOAD: AASHTO HL - 93

3. ALL SHOP DRAWINGS SUBMITTED FOR THIS PROJECT SHALL BE IN US CUSTOMARY UNITS.

4. THE COST OF WATER USED FOR COMPACTION OF SELECT FILL ITEMS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203.21 - SELECT STRUCTURE FILL.

5. THE COST OF ALL JOINT MATERIAL SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

6. THE LOAD RATINGS ARE IN ACCORDANCE WITH THE AASHTO "MANUAL FOR BRIDGE EVALUATION" - FIRST EDITION 2008.

7. DIMENSIONS FOR THICKNESSES OF STEEL ROLLED ANGLE SHAPES AND STRUCTURAL TUBING ARE SHOWN ACCORDING TO THE AISC MANUAL.

8. THIS BRIDGE SHALL BE MAINTAINED IN ACCORDANCE WITH THE GUIDELINES CONTAINED IN THE CURRENT EDITION OF THE AASHTO MAINTENANCE MANUAL: THE MAINTENANCE AND MANAGEMENT OF ROADWAYS AND BRIDGES.

9. THE CONTRACTOR IS CAUTIONED THAT ASBESTOS CONTAINING MATERIALS WERE FOUND TO EXIST WITHIN THE BITUMINOUS JOINT MATERIAL LOCATED ON THE MUNICIPAL WATER LINE. REMOVAL, TRANSPORT AND DISPOSAL OF ASBESTOS CONTAINING MATERIALS SHALL BE PERFORMED IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS INCLUDING, BUT NOT LIMITED TO, THOSE OF THE USEPA, OSHA, NYDEC AND NYSDOL.

10. THE EXISTING PAINT SYSTEM ON THE BRIDGE HAS BEEN TESTED AND FOUND TO BE NON-HAZARDOUS.

FOUNDATION NOTES

1. THE ABUTMENT AND WINGWALL FOOTINGS ARE DESIGNED TO EXERT A MAXIMUM BEARING PRESSURE OF 10 KSF (BASED ON UNFACTORED LOADS).

2. AT EACH OF THE SUBSTRUCTURES SUPPORTED ON ROCK, AN ENGINEERING GEOLOGIST REPRESENTING THE COUNTY WILL BE REQUIRED TO INSPECT THE ROCK TO DETERMINE IF IT IS COMPETENT TO SUPPORT THE DESIGN BEARING PRESSURE SHOWN ON THE CONTRACT PLANS.

3. ADHERE TO THE FOLLOWING PROCEDURES IF THE ROCK SURFACE AT A SUBSTRUCTURE IS NOT FOUND AT THE ELEVATION SHOWN ON THE CONTRACT PLANS:

A. ROCK SURFACE WITHIN 2 FEET OF THE PROPOSED BOTTOM OF FOOTING ELEVATION:

IF THE ROCK IS HIGHER, REMOVE THE ROCK SO THAT THE MINIMUM FOOTING THICKNESS CAN BE PLACED.

IF THE ROCK IS LOWER, PLACE ADDITIONAL FOOTING CONCRETE SO THAT THE TOP OF FOOTING ELEVATION CAN BE ACHIEVED.

B. ROCK SURFACE GREATER THAN 2 FEET FROM THE PROPOSED BOTTOM OF FOOTING ELEVATION:

THE ENGINEER WILL DETERMINE IF THE SUBSTRUCTURE HAS TO BE RE-DESIGNED, ADDITIONAL FOOTING CONCRETE HAS TO BE PLACED, OR ADDITIONAL ROCK HAS TO BE EXCAVATED.

SUBSTRUCTURE NOTES

1. ALL PLACEMENTS OF SELECT STRUCTURE FILL, ITEM 203.21, SHALL BE COMPACTED TO 95 PERCENT OF STANDARD PROCTOR MAXIMUM DENSITY.

2. HIGHWAY EMBANKMENT MATERIAL (HIGHWAY ESTIMATE) AND SELECT STRUCTURE FILL, ITEM 203.21, SHALL BE PLACED SIMULTANEOUSLY, IN CONTACT, ON BOTH SIDES OF THE VERTICAL PAYMENT LINE.

3. TOP OF BACKWALLS SHALL BE STEEL TROWEL FINISHED. SHEET PILE (TREATED BOTH SIDES), 728-06, SHALL BE PLACED ON THE TOP OF THE BACKWALLS OF FIXED AND EXPANSION ABUTMENTS. TWO SHEETS SHALL BE USED; PAYMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.

4. THE CONTRACTOR, WITH THE PERMISSION OF THE ENGINEER, MAY ELECT TO INTRODUCE CONSTRUCTION JOINTS IN THE ABUTMENTS AT LOCATIONS NOT SHOWN ON THE PLANS. THESE CONSTRUCTION JOINTS SHALL BE PROVIDED WITH SHEAR KEYS AND WATERSTOPS. VERTICAL CONSTRUCTION JOINTS INTRODUCED IN THE BACKWALL SHOULD PREFERABLY BE PLACED MIDWAY BETWEEN THE PEDESTALS.

5. SHOULD THE CONTRACTOR ELECT TO LAY BACK A PORTION OF THE EXISTING EARTH ADJACENT TO AN EXCAVATION REQUIRING A COFFERDAM, ANY REQUIRED EXTENSIONS OF THE COFFERDAM NECESSARY TO KEEP WATER FROM ENTERING THE EXCAVATION SHALL BE FURNISHED AND PLACED AT NO COST TO THE COUNTY.

6. WHERE A COFFERDAM IS USED, THE COST OF DEWATERING THE ENTIRE EXCAVATION, REGARDLESS OF SOURCE OF WATER, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE COFFERDAM ITEM.

SUBSTRUCTURE NOTES CONT.

7. ORDINARY WATER IS ESTIMATED TO BE EL. 826.0. THIS IS DEFINED AS THE HIGHEST SURFACE WATER ELEVATION LIKELY TO BE ENCOUNTERED DURING ONE CONSTRUCTION SEASON (OTHER THAN MAJOR FLOODS). IT IS ALWAYS LESS THAN THE ORDINARY HIGH WATER ELEVATION AND IT IS USUALLY AN OBSERVED ELEVATION RATHER THAN A COMPUTED ONE.

8. LOW WATER IS ESTIMATED TO BE EL. 823.0. THIS WATER ELEVATION IS THE NORMAL LOW WATER ELEVATION PREVALENT DURING ONE CONSTRUCTION SEASON FOR MORE THAN 25% OF THE TIME. IT IS AN OBSERVED ELEVATION RATHER THAN A COMPUTED ONE.

SUPERSTRUCTURE NOTES

1. ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A709 GRADE 50W.

2. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PROVISIONS OF THE CURRENT SPECIFICATIONS FOR SUPERSTRUCTURE SLABS, WHICH ALLOW THE OPTION OF 3 FORMING SYSTEMS FOR THE UNDERSIDE OF THE SLABS. HOWEVER, ON THIS BRIDGE, ONLY THE FOLLOWING OPTION(S) WILL BE PERMITTED:

A. PERMANENT CORRUGATED METAL

B. REMOVABLE WOODEN FORMS ARE ALLOWED.

3. REPLACEMENT AND NEW STRUCTURAL STEEL FOR THIS BRIDGE SHALL BE COMPLETELY PAINTED UNDER ITEM 572.010001, STRUCTURAL STEEL PAINT SYSTEM; SHOP APPLIED. FINISH COAT COLOR FOR ALL GIRDERS AND DIAPHRAGMS SHALL BE RUSTIC BROWN. THE COLOR SHALL CONFORM TO FEDERAL COLOR STANDARD NO. 595, COLOR 20059. VIEWING SHALL BE DONE UNDER NORTH STANDARD DAYLIGHT. FINISH COAT COLOR FOR ALL REPLACEMENT TRUSS MEMBERS AND WALKWAY MEMBERS SHALL BE CEDAR GREEN. THE COLOR SHALL BE SUCH THAT A PROPERLY PREPARED COLOR CHIP SHALL BE A REASONABLE VISUAL MATCH TO SHERWIN WILLIAMS INDUSTRIAL COATINGS COLOR CEDAR GREEN (SW 4072, LRV 32). VIEWING SHALL BE DONE UNDER NORTH STANDARD LIGHT.

4. THE TRUSSES TO REMAIN SHALL BE PAINTED UNDER ITEM 574.01001, STRUCTURAL STEEL PAINTING; OVERCOATING. FINISH COAT COLOR SHALL BE SUCH THAT A PROPERLY PREPARED COLOR CHIP SHALL BE A REASONABLE VISUAL MATCH TO SHERWIN WILLIAMS INDUSTRIAL COATINGS COLOR CEDAR GREEN (SW 4072, LRV 32). VIEWING SHALL BE DONE UNDER NORTH STANDARD DAYLIGHT. CONTAINMENT SHALL BE PROVIDED UNDER ITEM 570.160001 CLASS B CONTAINMENT. DISPOSAL OF PAINT REMOVAL WASTE SHALL BE PROVIDED UNDER ITEM 571.04, DISPOSAL OF NON-HAZARDOUS INDUSTRIAL SOLID PAINT REMOVAL WASTE.

5. FOR THE VARIOUS LUMP SUM STRUCTURAL STEEL ITEMS IN THE CONTRACT, THE "TOTAL WEIGHT FOR PROGRESS PAYMENT" IS AS FOLLOWS:

ITEM	TOTAL WEIGHT FOR PROGRESS PAYMENT	BIN
564.0501	143,348 POUNDS	3047450
564.0502	744 POUNDS	3047450

THESE WEIGHTS SHALL BE USED IN DETERMINING PARTIAL PAYMENTS AND PROGRESS. UNDER NO CIRCUMSTANCES SHALL THE "TOTAL WEIGHT FOR PROGRESS PAYMENT" BE USED FOR FINAL PAYMENT PURPOSES. THE CONTRACTOR IS ADVISED NOT TO USE THE "TOTAL WEIGHT FOR PROGRESS PAYMENT" AS A BIDDING TOOL. DISCREPANCIES WHICH MAY OCCUR BETWEEN THE TOTAL WEIGHT SHIPPED AND "TOTAL WEIGHT FOR PROGRESS PAYMENT" SHALL NOT BE A BASIS FOR ADDITIONAL COMPENSATION.

6. THE TOPS OF THE SIDEWALK BRACKETS SHALL BE LEVEL UNDER FULL DEAD LOAD.

7. DIAPHRAGMS FOR NONSKEWED STRAIGHT GIRDER SUPERSTRUCTURES SHALL BE FABRICATED TO FIT GIRDERS ERECTED WITH THEIR WEBS VERTICAL UNDER STEEL AND FULL DEAD LOAD CONDITIONS.

8. STEEL ERECTION NOTES:

A. THE CONTRACTOR SHALL PROVIDE FOR THE STABILITY OF STRUCTURAL STEEL DURING ALL PHASES OF ERECTION AND CONSTRUCTION, AS PROVIDED IN PARAGRAPH 204.2 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM).

B. THE DESIGN OF THIS STRUCTURE ASSUMES THAT THE STRUCTURAL STEEL IS COMPLETELY ERECTED BEFORE IT IS ALLOWED TO DEFLECT UNDER ITS OWN DEAD LOAD. DEFLECTIONS INCURRED DURING THE VARIOUS STAGES OF THE ERECTION METHOD ARE NOT CONSIDERED. THEREFORE, THE ACTUAL ERECTION METHODS AND SEQUENCES EMPLOYED BY THE CONTRACTOR MAY HAVE A SUBSTANTIAL EFFECT ON THE FINAL STEEL PROFILE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING ALL NECESSARY COMPENSATORY ACTION TO ENSURE THAT THE FINAL ALIGNMENT AND PROFILE OF THE ERECTED STEEL CONFORMS TO SUBSECTION 1213, 1214, AND 1215 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). ANY CORRECTIVE WORK NECESSARY TO RE-POSITION PREVIOUSLY ERECTED STEEL TO ACHIEVE ACCEPTABLE ALIGNMENT AND PROFILE, AND SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE COUNTY.

9. TOP SURFACES OF NEW BRIDGE DECKS AND APPROACH SLABS SHALL BE SEALED ACCORDING TO ITEM 559.18960118 - PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND BRIDGE DECK OVERLAYS.

REMOVAL NOTES

1. EXISTING SUBSTRUCTURE SHALL BE REMOVED WITHIN THE LIMITS SHOWN ON THE PLANS UNDER ITEM 202.19 IN THE BRIDGE ESTIMATE.

2. REMOVAL OF EXISTING STEEL MEMBERS AND ASSOCIATED CONNECTIONS SHALL BE PAID FOR UNDER ITEM 589.010001.

3. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SUBSECTION 202-3.01 GENERAL AND SAFETY REQUIREMENTS. A REMOVAL PLAN, SIGNED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW YORK, SHALL BE SUBMITTED TO THE ENGINEER THIRTY (30) DAYS PRIOR TO BEGINNING THE DEMOLITION.

4. PARTIAL RECORD REHABILITATION PLANS FOR THIS STRUCTURE ARE AVAILABLE AT THE OFFICE OF THE TOMPKINS COUNTY D.P.W.

RECONSTRUCTION NOTES

1. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT, DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS.

2. THE CONTRACTOR SHALL VERIFY DIMENSIONS NECESSARY FOR THE PROPER FIT OF STEEL PIECES PRIOR TO THE FABRICATION OF THE STEEL. THE COST OF FIELD VERIFYING DIMENSIONS SHALL BE INCLUDED IN THE PRICE BID FOR STRUCTURAL STEEL ITEMS.

3. THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE COUNTY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE COUNTY, THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.

4. WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THAT AREA SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THOSE ITEMS.

5. DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS AND OTHER MATERIAL TO THE AREA BELOW THE BRIDGE EXCEPT WHERE THE PLANS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

6. ALL MATERIAL FALLING ON THE AREA BELOW AND ADJACENT TO THE BRIDGE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO COST TO THE COUNTY.

7. THE COST OF FURNISHING, INSTALLING, MAINTAINING, REMOVING AND DISPOSING OF ALL PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE APPROPRIATE ITEMS OF THE CONTRACT.

8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE LENGTHS OF EXISTING STRUCTURAL STEEL COMPONENTS TO BE REPLACED PRIOR TO THE FABRICATION OF THE REPLACEMENT COMPONENTS.

9. SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL FOR THE FOLLOWING STRUCTURAL STEEL REPLACEMENT ITEMS: 564.100001, 564.100002

10. IF THE STRUCTURE HAS A BRIDGE IDENTIFICATION NUMBER (B.I.N.) PLATE ATTACHED, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT IT DURING CONSTRUCTION OR REMOVE AND REMOUNT IT AFTER CONSTRUCTION IS COMPLETED.

LUMBER AND TIMBER NOTES

1. LUMBER FOR SIDEWALK PLANKS SHALL BE BLACK LOCUST OR APPROVED ALTERNATIVE.

2. FULL DIMENSION LUMBER SHALL BE USED.

3. WOOD FASTENERS SHALL BE #10 GAUGE 4" STAINLESS STEEL DECK SCREWS.

STREAM PROTECTION NOTE

1. DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT OPERATIONS IN SUCH A MANNER AS TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO ANY STREAM FROM POLLUTION BY DEBRIS, SEDIMENT, OR OTHER FOREIGN MATERIAL, OR FROM MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR SUCH STREAMS. THE CONTRACTOR SHALL NOT RETURN DIRECTLY TO A STREAM ANY WATER WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATIONS WHICH CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES. IF THE CONTRACTOR USES WATER FROM A STREAM, THE CONTRACTOR SHALL CONSTRUCT AN INTAKE OR TEMPORARY DAM REQUIRED TO PROTECT AND MAINTAIN WATER RIGHTS AND TO SUSTAIN FISH LIFE DOWNSTREAM.

2. PRIMARY AND SECONDARY DRINKING WATER INTAKES FOR CORNELL UNIVERSITY ARE LOCATED APPROXIMATELY 200' DOWNSTREAM OF THE PROJECT LOCATION. PRIOR TO ANY IN-STREAM WORK, THE CONTRACTOR SHALL COORDINATE WITH CORNELL UNIVERSITY TO ENSURE THAT THE INTAKES ARE NOT ADVERSELY AFFECTED.

3. A CONTAINMENT SHALL BE SUSPENDED AROUND AND BENEATH THE WORK AREA DURING PAINT REMOVAL AND SURFACE PREPARATION. THE CONTAINMENT IS INTENDED TO CAPTURE ALL WASTE MATERIAL AND SPENT WASH WATER FROM PAINT REMOVAL OPERATIONS.

HEAT STRAIGHTENING REPAIR NOTES

1. THE CONTRACTOR SHALL MAKE THE FOLLOWING SUBMITTALS TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF THE REPAIR WORK:

• PROPOSED HEAT STRAIGHTENING PROCEDURE PREPARED BY A LICENSED PROFESSIONAL ENGINEER - THE PROCEDURE SHALL INCLUDE SPECIFIC DETAILS OF ALL PROCEDURES, EQUIPMENT, BRACING DEVICES, JACKING PRESSURES, AND EXPECTED LATERAL MOVEMENT AS A RESULT OF APPLIED RESTRAINING LOADS.

• WELDER QUALIFICATIONS IN ACCORDANCE WITH THE NYS STEEL CONSTRUCTION MANUAL.

• CERTIFICATIONS OF ALL PERSONNEL PERFORMING NON-DESTRUCTIVE TESTING.

2. ALL HEAT STRAIGHTENING REPAIRS SHALL BE PERFORMED IN ACCORDANCE WITH USDOT FHWA " HEAT STRAIGHTENING REPAIRS OF DAMAGED STEEL BRIDGES, A TECHNICAL GUIDE AND MANUAL OF PRACTICE" REPORT NO. FHWA-1F-99-004, OCTOBER 1998.

3. ONLY FLAME STRAIGHTENING METHODS MAY BE USED, AS DESCRIBED IN THE ABOVE DOCUMENT.

4. AFTER ALL REPAIRS ARE COMPLETE, A MAGNETIC PARTICLE INSPECTION SHALL BE PERFORMED ON AND WITHIN 12" OF ANY AREAS THAT WERE HEATED, STRAIGHTENED, OR OTHERWISE REPAIRED.

5. MEMBERS IDENTIFIED FOR HEAT STRAIGHTENING MAY BE REPLACED IN KIND AS AN ALTERNATIVE TO HEAT STRAIGHTENEING.

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DEPARTMENT OF PUBLIC WORKS

PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK

B.I.N. 3047450

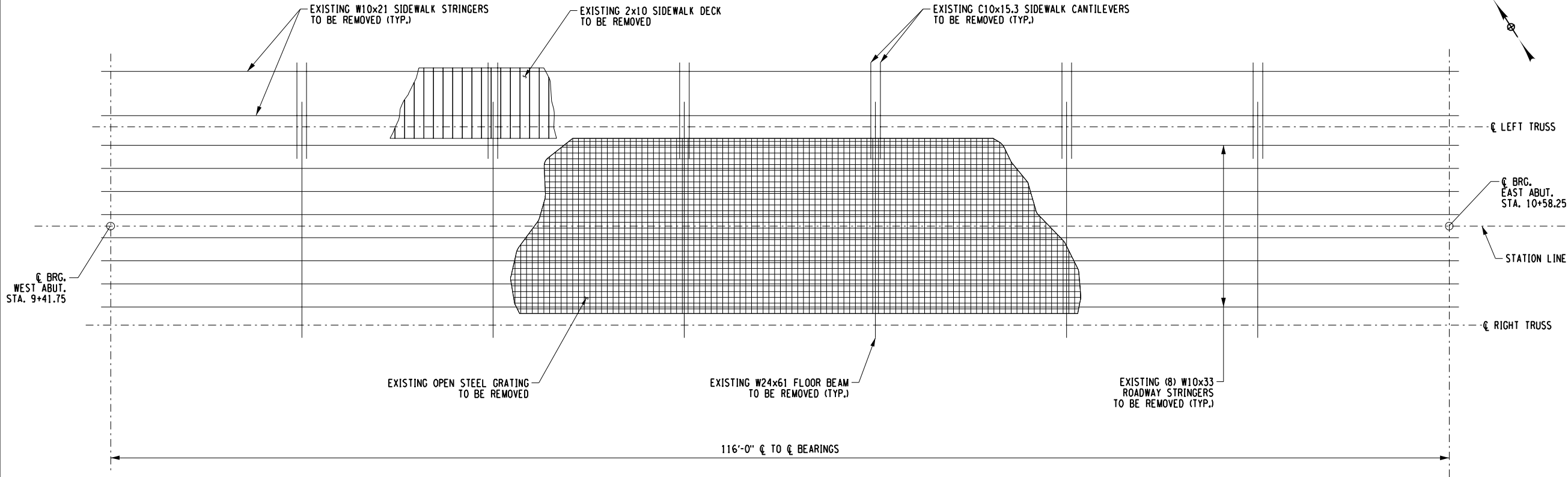
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GENERAL NOTES

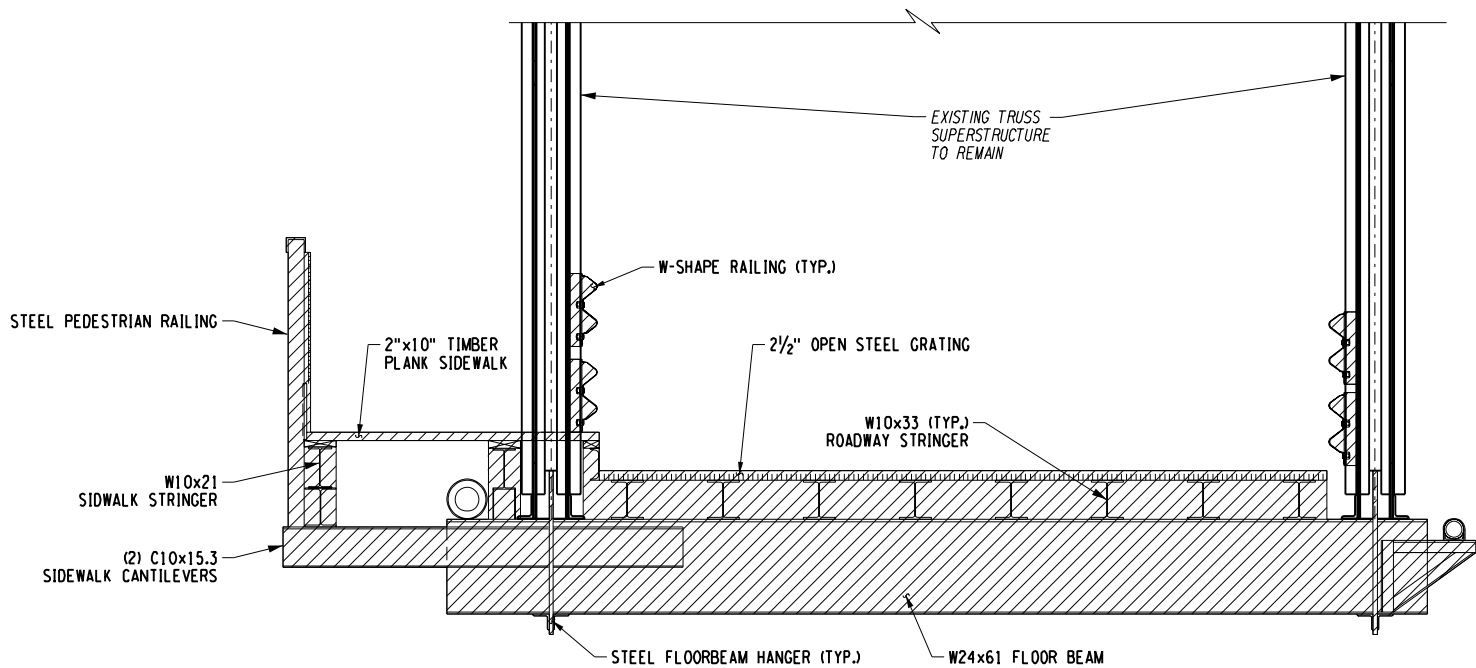
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P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 20 OF 41	DRAWING NO. BR-6

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DESIGN SUPERVISOR S. ANTHONY JOB MANAGER M. LAISTNER DESIGNED BY M. LAISTNER CHECKED BY L. JANIK ESTIMATED BY M. LAISTNER DRAFTED BY T. LINDO CHECKED BY M. LAISTNER



EXISTING FRAMING DEMOLITION PLAN
SCALE: 1"=5'



TRANSVERSE SECTION DEMOLITION
SCALE: 1/2" = 1'-0"

NOTES:

- THE FOLLOWING STEEL ITEMS SHALL BE REMOVED FROM THE EXISTING SUPERSTRUCTURE AND INCLUDED IN THE WEIGHT COMPUTATIONS FOR ITEM 589.01001:
VEHICULAR RAILING
OPEN STEEL GRATING
ROADWAY STRINGERS
BOTTOM LATERAL BRACING
PEDESTRIAN RAILING
SIDEWALK STRINGERS
SIDEWALK CANTILEVERS
TRANSVERSE FLOORBEAMS
FLOORBEAM HANGERS
UTILITY SUPPORTS
- THE FOLLOWING ADDITIONAL NON-STEEL ITEMS SHALL BE REMOVED AND THE COST OF THE REMOVAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 589.01001:
TIMBER PLANK SIDEWALK DECK
CONCRETE FILLING AT ENDS OF OPEN STEEL GRATING
RUBBER JOINT SEALS
ELASTOMERIC BEARINGS
WATER MAIN
SEWER MAIN
- SUPPORTS FOR THE EXISTING W-BEAM VEHICULAR RAILING SHALL BE REMOVED ALONG WITH THE RAILING. CARE SHOULD BE TAKEN TO NOT DAMAGE THE TRUSSES DURING REMOVAL.
- THE STEEL STRINGERS AND OPEN STEEL GRATING SHALL BE SALVAGED AND TURNED OVER TO TOMPKINS COUNTY.

LEGEND



REMOVAL OF EXISTING STEEL, ITEM 589.010001


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PROJECT NAME

FOREST HOME DRIVE
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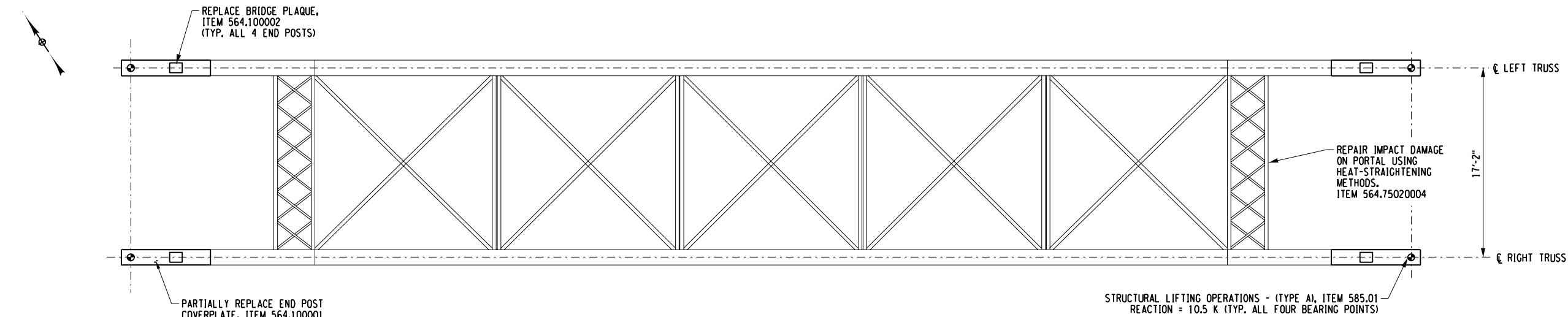
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BRIDGE DEMOLITION PLAN
AND DETAILS

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P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 21 OF 41	DRAWING NO. BR-7

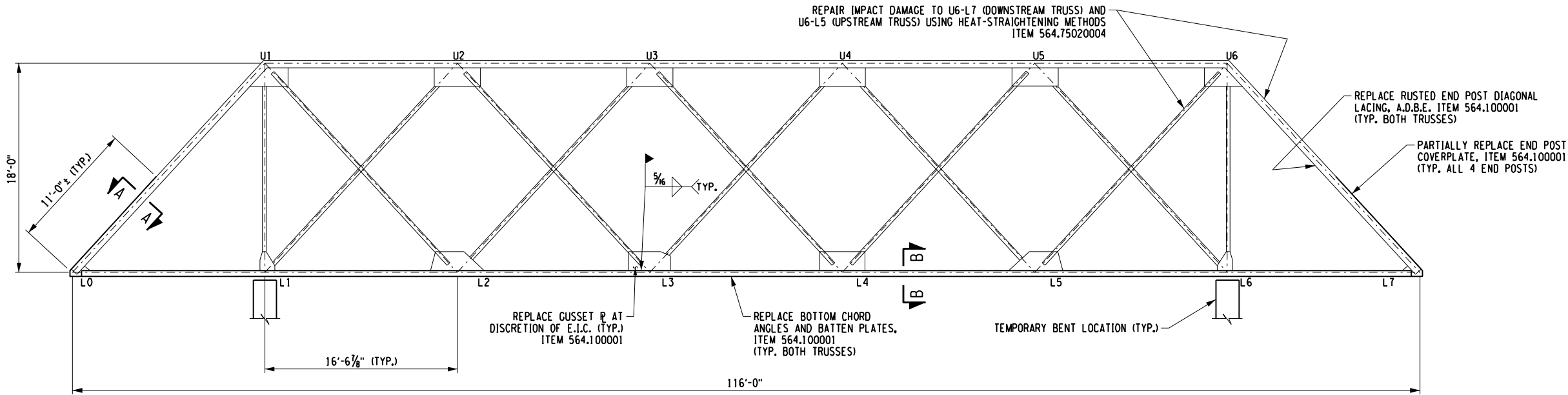
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DESIGN SUPERVISOR S. ANTHONY JOB MANAGER M. LAISTNER
CHECKED BY M. LAISTNER
DESIGNED BY M. LAISTNER
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ESTIMATED BY M. LAISTNER
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CHECKED BY M. LAISTNER



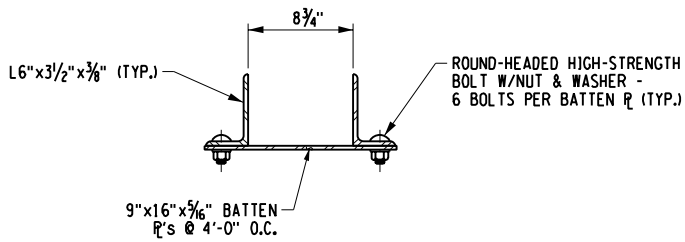
EXISTING TRUSS PLAN

SCALE: 3/16"=1'-0"

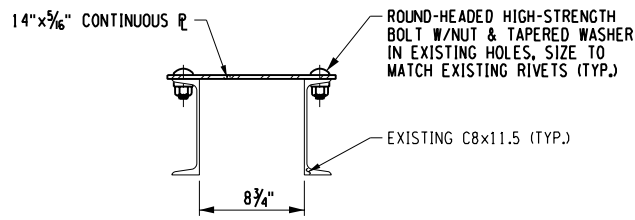


EXISTING TRUSS ELEVATION

SCALE: 3/16"=1'-0"



SECTION B-B
SCALE: 1/2" = 1'-0"



SECTION A-A
SCALE: 1/2" = 1'-0"

SUGGESTED CONSTRUCTION SEQUENCE:

1. DISCONNECT UTILITIES ATTACHED TO BRIDGE.
2. REMOVE CANTILEVER SIDEWALK.
3. INSTALL TEMPORARY BENTS BENEATH PANEL POINTS L1 AND L6.
4. REMOVE EXISTING STRINGERS, FLOORBEAMS, GRATING AND VEHICULAR RAILING.
5. LIFT TRUSSES VERTICALLY 2'-6". FOLLOWING LIFTING, ENGAGE LOCKING COLLARS ON JACKS OR SUPPORT TRUSS USING BOLSTERS.
6. REMOVE EXISTING ABUTMENTS AND CONSTRUCT NEW ABUTMENTS.
7. INSTALL TEMPORARY WIND BRACING AS NECESSARY.
8. PERFORM REPAIRS AND REPLACEMENTS OF STEEL TRUSS MEMBERS.
9. INSTALL CONTAINMENT AROUND AND BENEATH WORK AREA PRIOR TO PAINT REMOVAL AND SURFACE PREPARATION.
10. CLEAN AND PAINT TRUSS STEEL.
11. REMOVE CONTAINMENT FOLLOWING PAINT REMOVAL AND PAINTING OF EXISTING TRUSS STEEL.
12. USING TWO (2) CRANES, MOVE TRUSSES FROM TEMPORARY BENTS ONTO NEW BEARINGS.
13. ERECT NEW GIRDERS BY LAUNCHING FROM EAST ABUTMENT, UTILIZING TEMPORARY BENTS. ENSURE THAT THE EXISTING TRUSS IS NOT DAMAGED DURING CONSTRUCTION.
14. REMOVE TEMPORARY BENTS AND COMPLETE REMAINING CONSTRUCTION.

NOTES:

1. THE STRUCTURAL LIFTING REACTION SHOWN ASSUMES THAT THE FLOOR SYSTEM AND UTILITIES HAVE BEEN REMOVED FROM THE BRIDGE PRIOR TO LIFTING.
 2. THE TRUSS SUPERSTRUCTURE SHALL BE RAISED VERTICALLY AS INDICATED BELOW:
- | UNDERSIDE OF BOTTOM CHORD ELEVATIONS (FEET) | | |
|---|---------------|---------------|
| | WEST ABUTMENT | EAST ABUTMENT |
| EXISTING | EL. 834.93 | EL. 834.40 |
| PROPOSED | EL. 836.67 | EL. 836.32 |
| TOTAL LIFT | 1.74 FT. | 1.92 FT. |
3. THE TRUSS SUPERSTRUCTURE SHALL ALSO BE SHIFTED Laterally ALONG THE CENTERLINE OF IMPROVEMENT TO ALIGN THE CENTER OF THE TRUSS SPAN WITH THE CENTER OF THE PROPOSED GIRDER SPAN. IT IS ANTICIPATED THAT THE TRUSS SUPERSTRUCTURE WILL NEED TO BE SHIFTED APPROXIMATELY 0.5 FEET TO THE WEST.
 4. ALL MOVEMENTS OF THE TRUSS SUPERSTRUCTURE (VERTICAL AND LATERAL) SHALL BE PAID FOR UNDER THE STRUCTURAL LIFTING ITEM. THE QUANTITY PAID FOR EACH LIFTING POINT SHALL BE 1, REGARDLESS OF HOW MANY LIFTS ARE USED TO OBTAIN THE REQUIRED GEOMETRY.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE TRUSS SUPERSTRUCTURE THROUGHOUT CONSTRUCTION. SINCE THE BOTTOM LATERAL BRACING OF THE TRUSS WILL BE REMOVED DURING CONSTRUCTION, TEMPORARY BRACING MAY BE REQUIRED TO RESIST ANTICIPATED LATERAL LOADS, SUCH AS WIND. THE COST OF THIS BRACING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE STRUCTURAL LIFTING ITEM.
 6. ALTERNATE LIFTING AND ERECTION METHODS MAY BE USED, SUBJECT TO APPROVAL BY THE ENGINEER.

7. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS PRIOR TO FABRICATING ANY REPLACEMENT STEEL. SINCE THE TRUSS SUPERSTRUCTURE DOES NOT CARRY LOADS OTHER THAN ITS OWN WEIGHT, REPLACEMENT STEEL FOR THE TRUSS SUPERSTRUCTURE SHALL NOT BE CONSIDERED FRACTURE CRITICAL.
8. STEEL REMOVED FOR REPLACEMENT SHALL BE PAID FOR UNDER ITEM 589.010002, REMOVAL OF EXISTING STEEL.
9. FOR PAINTING REQUIREMENTS, SEE SUPERSTRUCTURE NOTES ON DWG. NO. BR-6.
10. FOR HEAT STRAIGHTENING REPAIR NOTES, SEE DWG. NO. BR-6.

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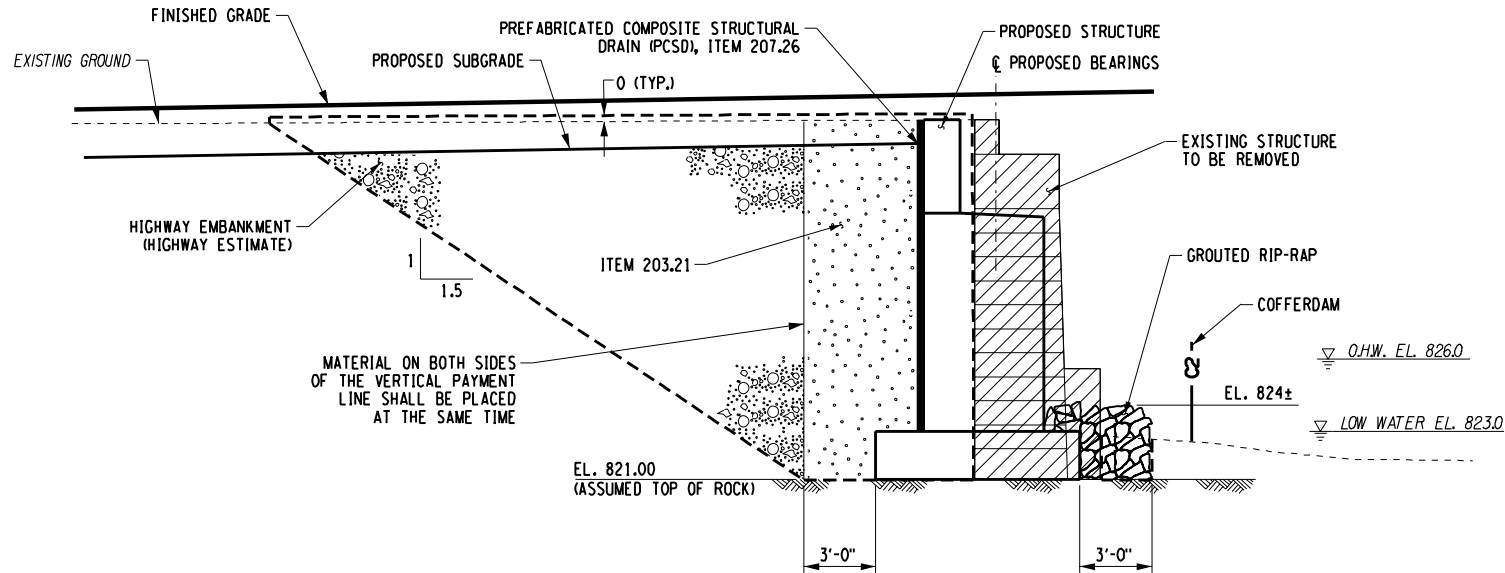
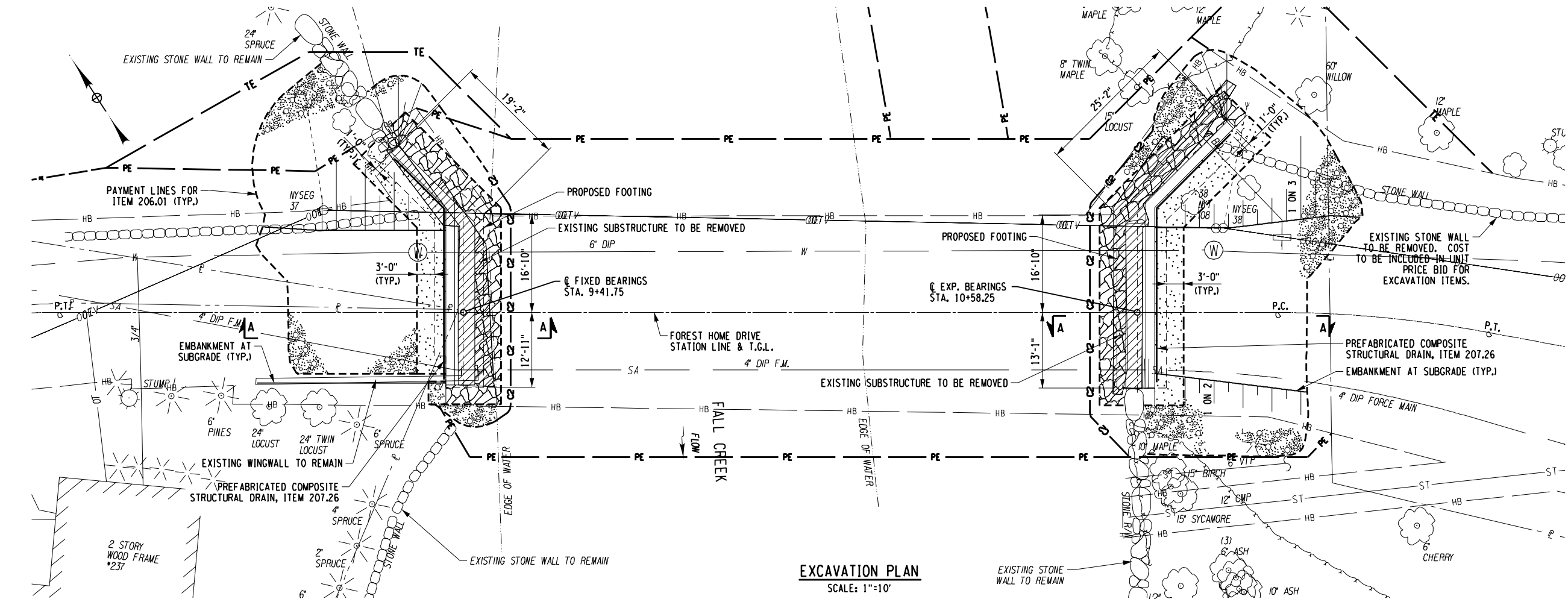
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DEPARTMENT OF PUBLIC WORKS

PROJECT NAME
FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE
TRUSS LIFTING
AND REPAIRS

SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 22 OF 41	DRAWING NO. BR-8



LEGEND

- LEDGERROCK
- SELECT STRUCTURE FILL - ITEM 203.21, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY
- HIGHWAY EMBANKMENT MATERIAL (HIGHWAY ESTIMATE) - ITEM 203.03
- GROUTED RIP-RAP - ITEM 620.07
- REMOVAL OF SUBSTRUCTURES - ITEM 202.19
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION - ITEM 206.01
- COFFERDAM (TYPE 2) - ITEM 553.020001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN (PCSD) - ITEM 207.26

NOTES:

- WHERE THE BOTTOM OF FOOTING FALLS BELOW THE ROCK SURFACE, THE SIDES OF THE FOOTING SHALL BE CAST DIRECTLY AGAINST THE ROCK. NO OVER-EXCAVATION OF ROCK SHALL BE PERMITTED.
- ALL TREES TO REMAIN. SEE DWG. NO. ECP-1 FOR LOCATIONS OF TREE PROTECTION BARRIER AND VEGETATION PROTECTION BARRIER.
- STONES FROM EXISTING STONE WALLS MAY BE SALVAGED FOR RE-USE, SUBJECT TO APPROVAL OF THE ENGINEER.

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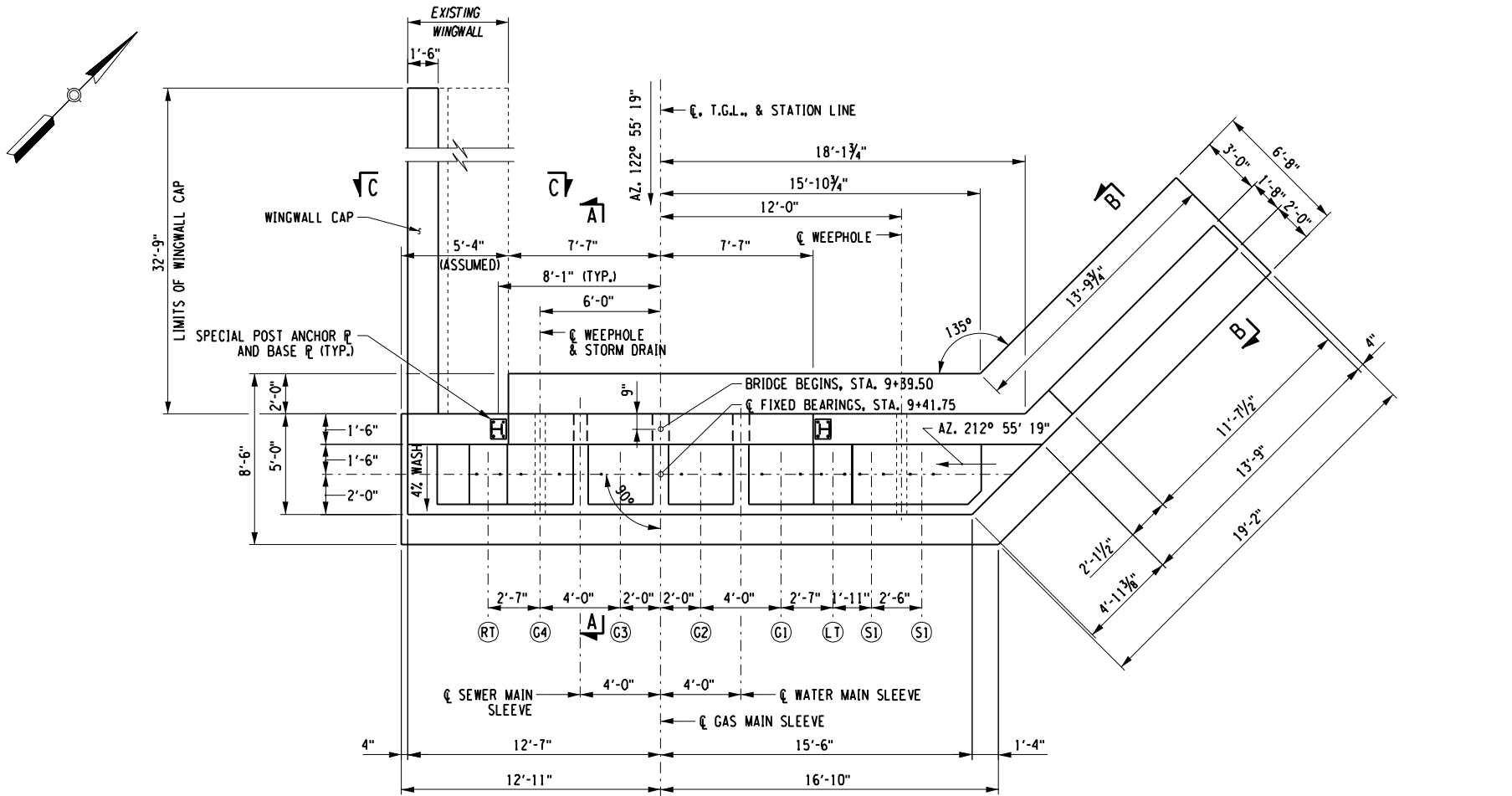
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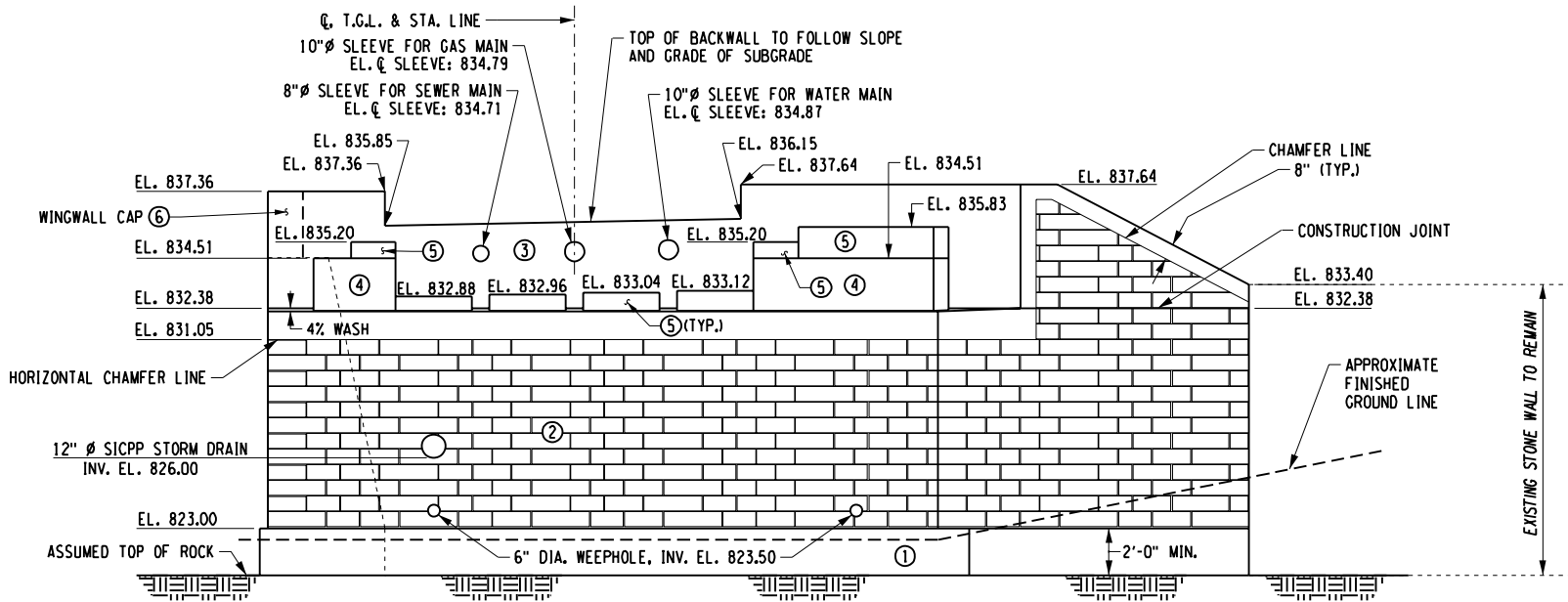
PROJECT NAME
**FOREST HOME DRIVE
OVER
FALL CREEK**
B.I.N. 3047450

DRAWING TITLE
**EXCAVATION
AND
EMBANKMENT DETAILS**

SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 23 OF 41	DRAWING NO. BR-9



WEST ABUTMENT PLAN
SCALE: 1/4" = 1'-0"



WEST ABUTMENT ELEVATION
SCALE: 1/4" = 1'-0"

CONCRETE TABLE		
PLACEMENT	QUANTITY	ITEM NO.
1	25.8 cy	555.08
2	60.4 cy	555.09
3	10.7 cy	555.09
4	2.8 cy	555.09
5	2.1 cy	555.09
6	4.1 cy	555.09

NOTES:

- ① - INDICATES CONCRETE PLACEMENT.
- FOR SECTIONS, SEE DWG. NO. BR-12.
- FOR PEDESTAL PLAN & DETAILS, SEE DWG. NO. BR-13.
- FORMLINER SHALL BE A RANDOM CUT STONE PATTERN WITH 9" COURSING. THE FORMLINER SHALL HAVE AN AVERAGE RELIEF OF 1 1/2" AND A MAXIMUM RELIEF OF 2". HORIZONTAL CONSTRUCTION JOINTS SHALL BE LOCATED ON BEDDING LINES. THE COST OF THE FORM LINERS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 555.09. THE CONTRACTOR SHALL SUBMIT PROSPECTIVE FORM LINER DESIGNS FOR PRELIMINARY APPROVAL PRIOR TO CONSTRUCTION OF THE TEST PANEL.
- CONCRETE USED FOR THE ABUTMENTS SHALL BE COLORED TO MATCH THE EXISTING STONE ABUTMENTS USING INTEGRAL COLOR ADDITIVES. THE COST OF THE COLORING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 555.09.
- THE CONTRACTOR SHALL CONSTRUCT A 2'-0" SQUARE TEST PANEL OF THE FORM LINER AND COLOR FOR APPROVAL. THE COST OF THE TEST PANEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 555.09.
- FOR CHAMFER LINE DETAIL, SEE DWG. NO. BR-14.
- FOR SPECIAL POST BASE AND ANCHOR PLATE DETAILS, SEE DWG. NO. BR-27.



DATE 7-11-13

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NO.	DESCRIPTION	BY	DATE

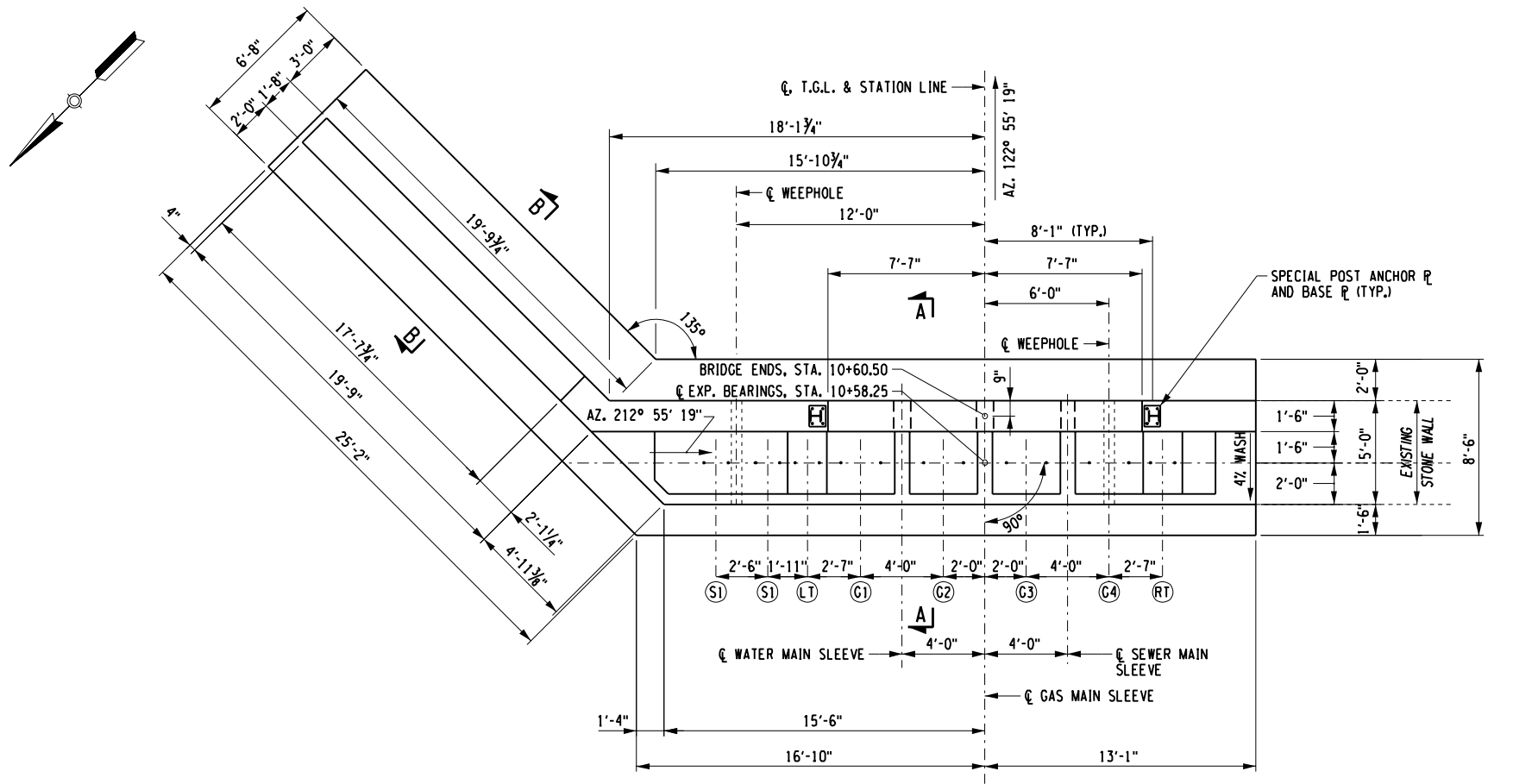
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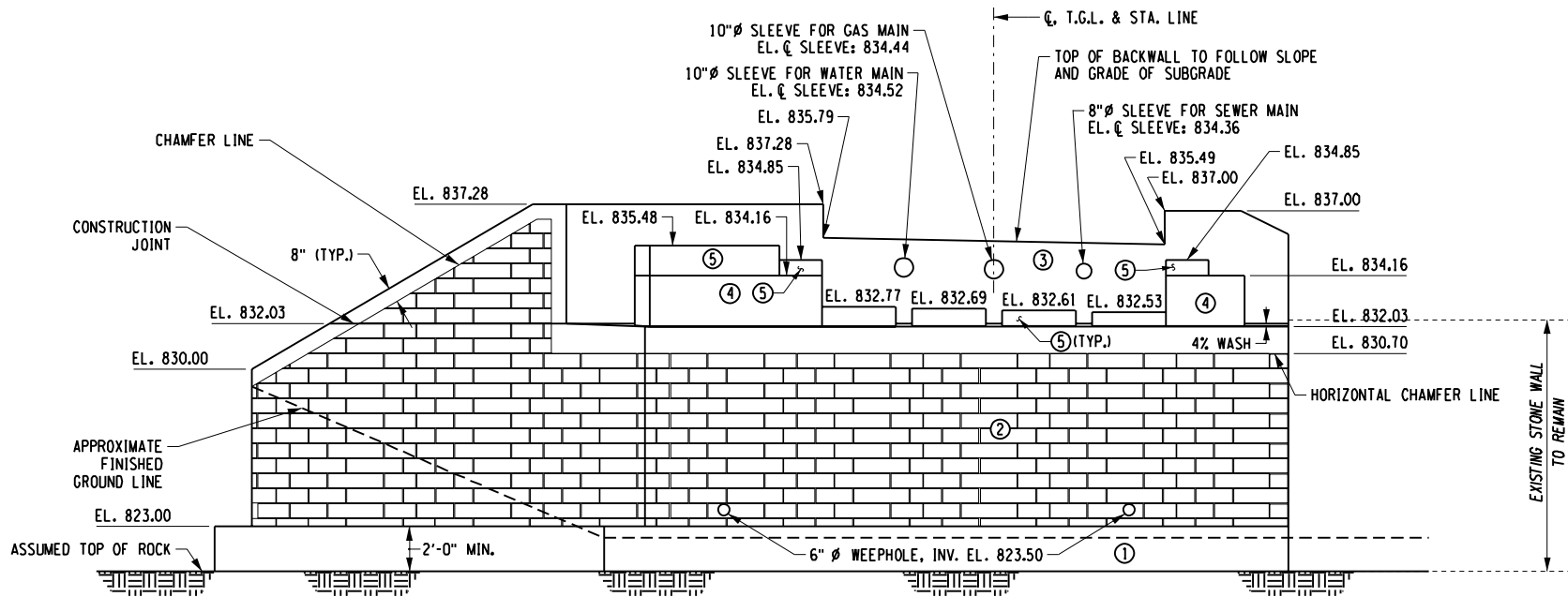
PROJECT NAME
FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE
WEST ABUTMENT PLAN
AND ELEVATION

SCALE	DATE
AS NOTED	JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 24 OF 41	DRAWING NO. BR-10



EAST ABUTMENT PLAN
SCALE: 1/4" = 1'-0"



EAST ABUTMENT ELEVATION
SCALE: 1/4" = 1'-0"

CONCRETE TABLE		
PLACEMENT	QUANTITY	ITEM NO.
1	29.7 cy	555.08
2	64.5 cy	555.09
3	11.4 cy	555.09
4	2.8 cy	555.09
5	2.1 cy	555.09

NOTES:

- ① - INDICATES CONCRETE PLACEMENT.
- FOR SECTIONS, SEE DWG. NO. BR-12.
- FOR PEDESTAL PLAN & DETAILS, SEE DWG. NO. BR-13.
- FORMLINER SHALL BE A RANDOM CUT STONE PATTERN WITH 9" COURSING. THE FORMLINER SHALL HAVE AN AVERAGE RELIEF OF 1 1/2" AND A MAXIMUM RELIEF OF 2". HORIZONTAL CONSTRUCTION JOINTS SHALL BE LOCATED ON BEDDING LINES. THE COST OF THE FORM LINERS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 555.09. THE CONTRACTOR SHALL SUBMIT PROSPECTIVE FORM LINER DESIGNS FOR PRELIMINARY APPROVAL PRIOR TO CONSTRUCTION OF THE TEST PANEL.
- CONCRETE USED FOR THE ABUTMENTS SHALL BE COLORED TO MATCH THE EXISTING STONE ABUTMENTS USING INTEGRAL COLOR ADDITIVES. THE COST OF THE COLORING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 555.09.
- THE CONTRACTOR SHALL CONSTRUCT A 2'-0" SQUARE TEST PANEL OF THE FORM LINER AND COLOR FOR APPROVAL. THE COST OF THE TEST PANEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 555.09.
- FOR CHAMFER LINE DETAIL, SEE DWG. NO. BR-14.
- FOR SPECIAL POST BASE AND ANCHOR PLATE DETAILS, SEE DWG. NO. BR-27.

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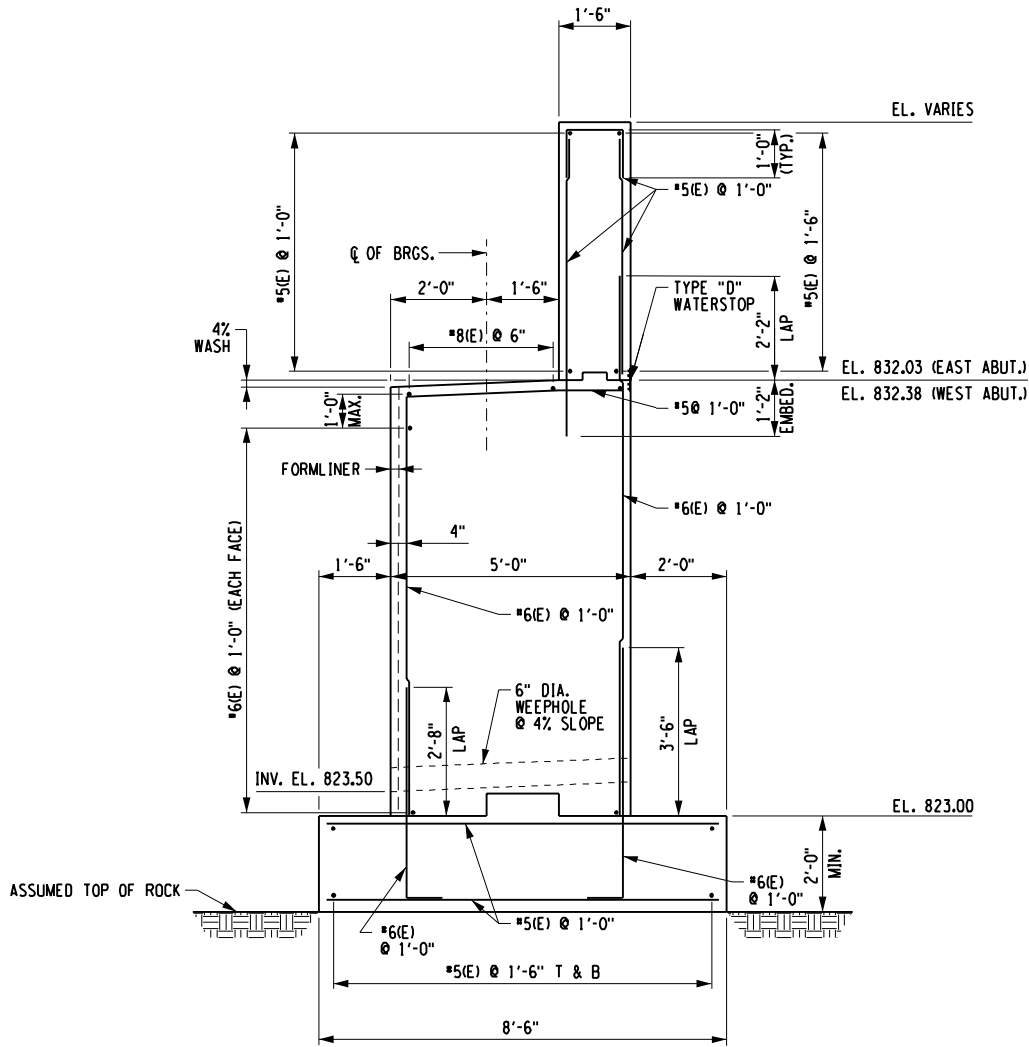
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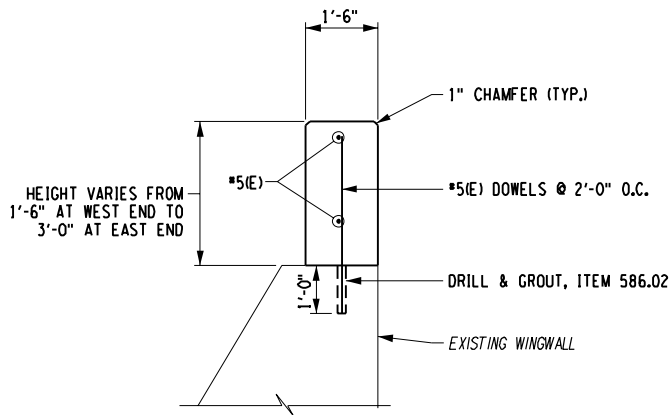
EAST ABUTMENT PLAN
AND ELEVATION

SCALE	DATE
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P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 25 OF 41	DRAWING NO. BR-11



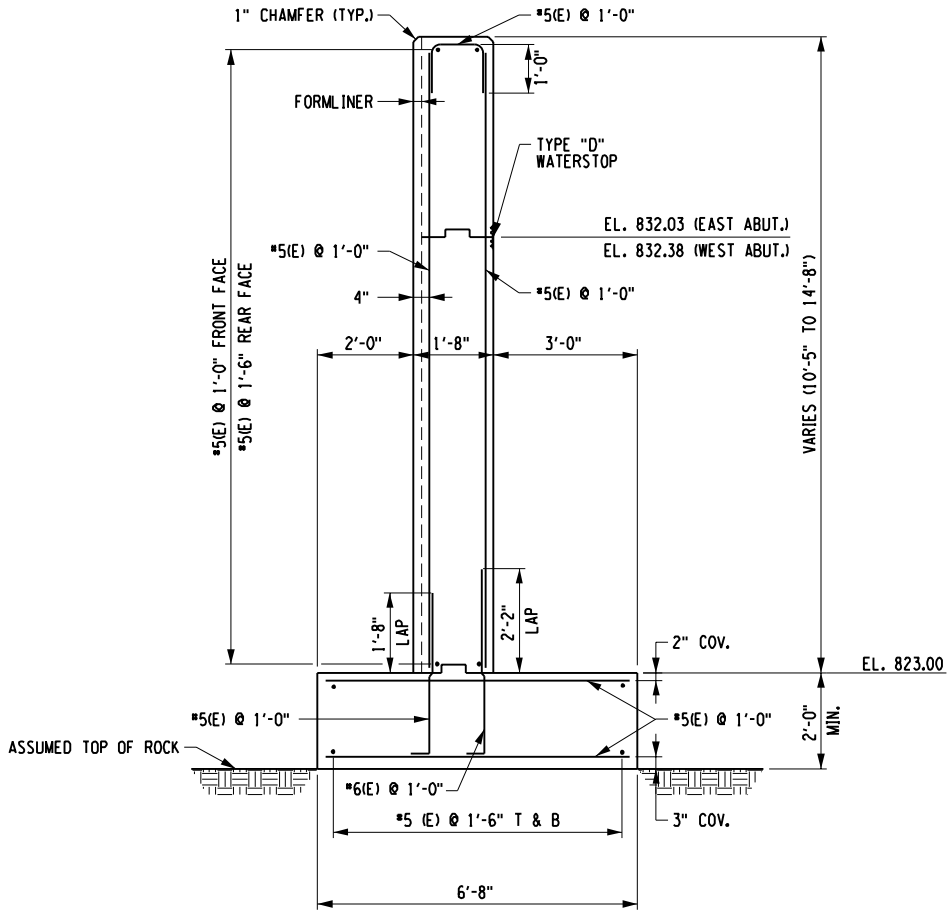
SECTION A-A

SCALE: 1/2" = 1'-0"



SECTION C-C

SCALE: 1/2" = 1'-0"



SECTION B-B

SCALE: 1/2" = 1'-0"

NOTES:

COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3" UNLESS OTHERWISE NOTED.
ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.

(E) DENOTES EPOXY COATED BARS.

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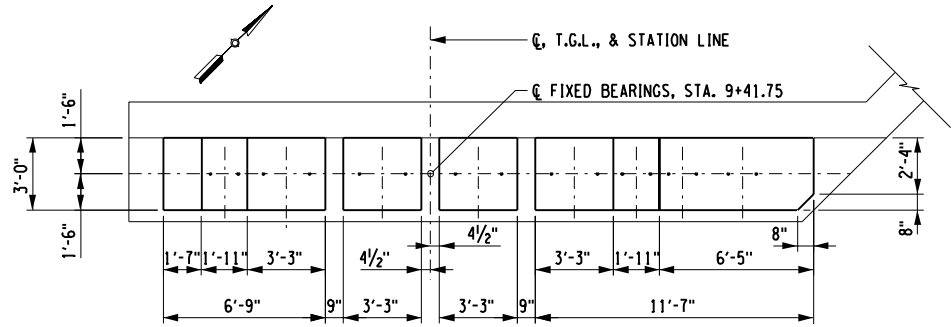
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ABUTMENT SECTIONS

SCALE	DATE
AS NOTED	JULY 2013
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SHEET NO. 26 OF 41	DRAWING NO. BR-12

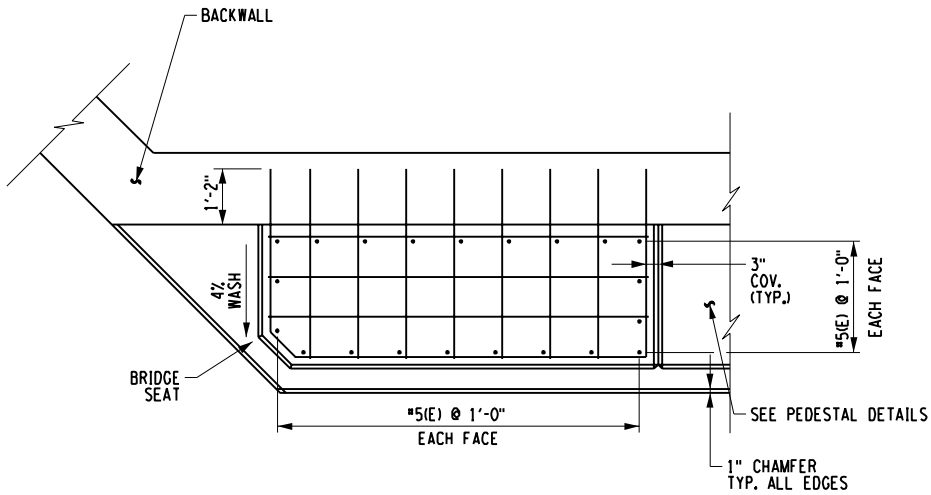
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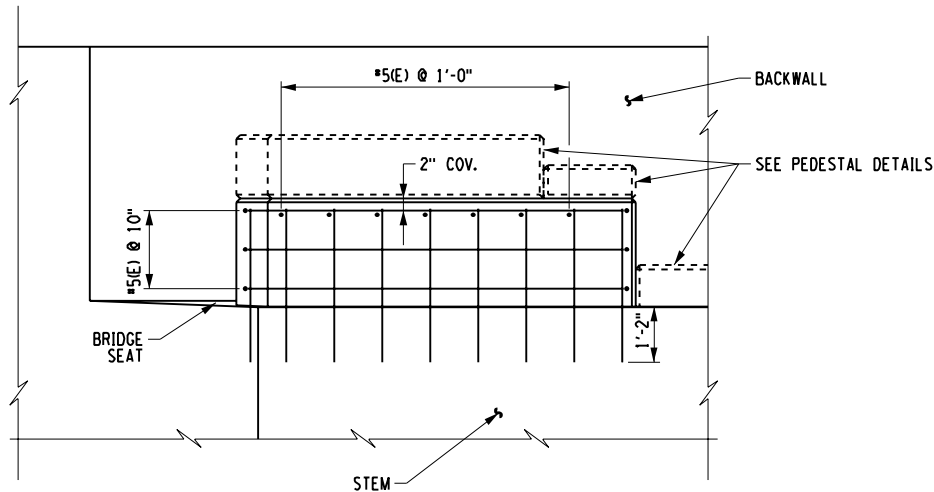


WEST ABUTMENT PEDESTAL PLAN

SCALE: 1/4" = 1'-0"



TYPICAL INTERMEDIATE PEDESTAL PLAN

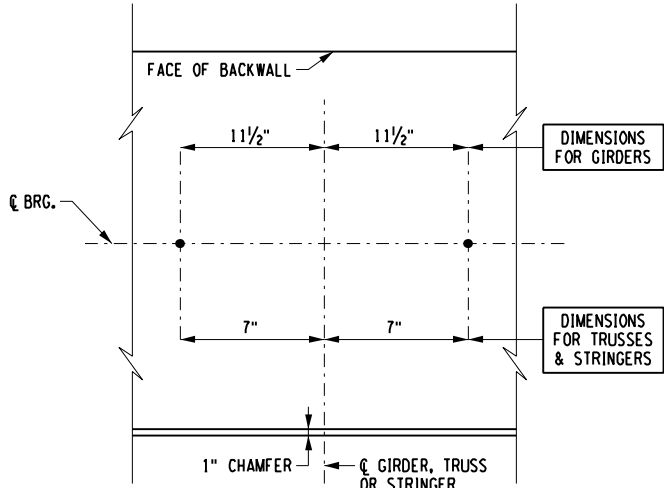


TYPICAL INTERMEDIATE PEDESTAL ELEVATION

INTERMEDIATE PEDESTAL DETAILS

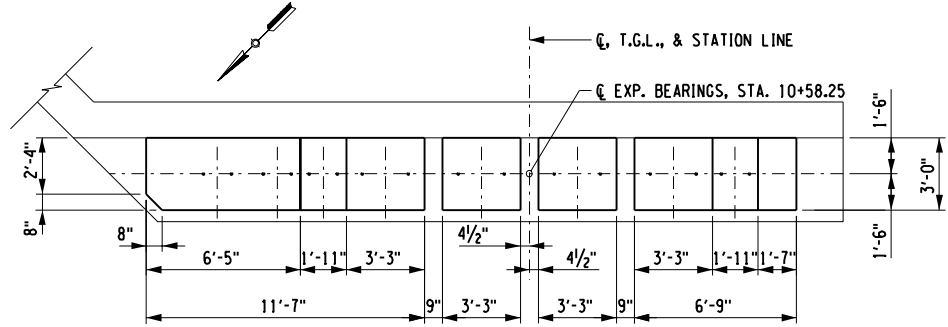
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(LEFT INTERMEDIATE PEDESTAL @ EAST ABUTMENT SHOWN, OTHER LOCATIONS SIMILAR.)



ANCHOR BOLT LAYOUT

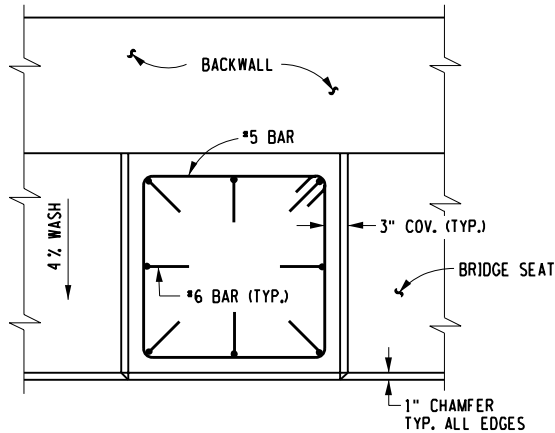
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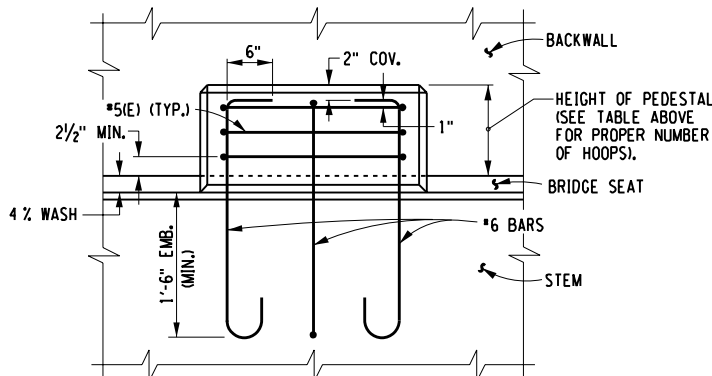
EAST ABUTMENT PEDESTAL PLAN

SCALE: 1/4" = 1'-0"

PEDESTAL HEIGHT	NUMBER OF HOOPS
6" TO 8"	1
8" TO 11"	2
11" TO 14"	3



TYPICAL PEDESTAL PLAN



TYPICAL PEDESTAL ELEVATION

PEDESTAL DETAILS

NOT TO SCALE

NOTES:

1. (E) DENOTES EPOXY COATED BARS.

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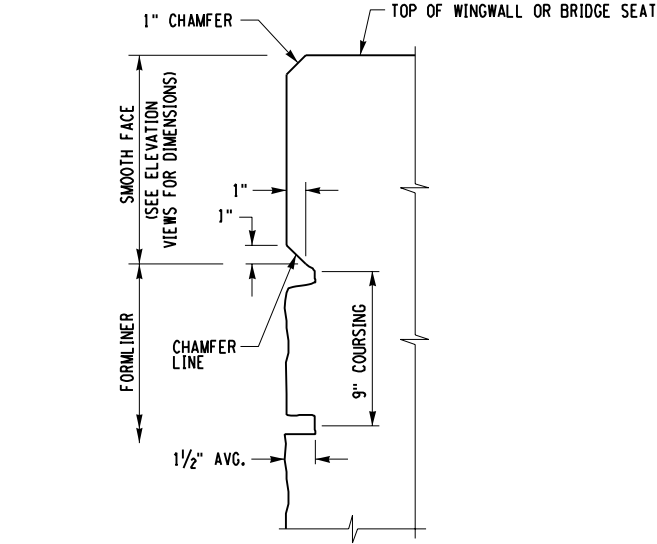
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ABUTMENT PEDESTAL
PLANS & DETAILS

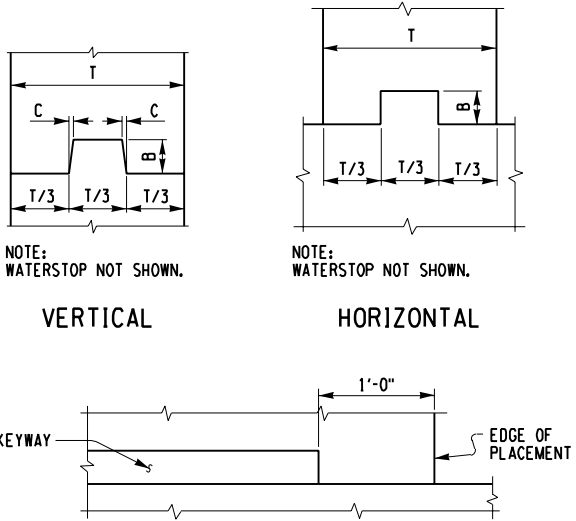
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DESIGN SUPERVISOR S. ANTHONY JOB MANAGER M. LAISTNER CHECKED BY M. LAISTNER DRAFTED BY T. LINDO CHECKED BY M. LAISTNER



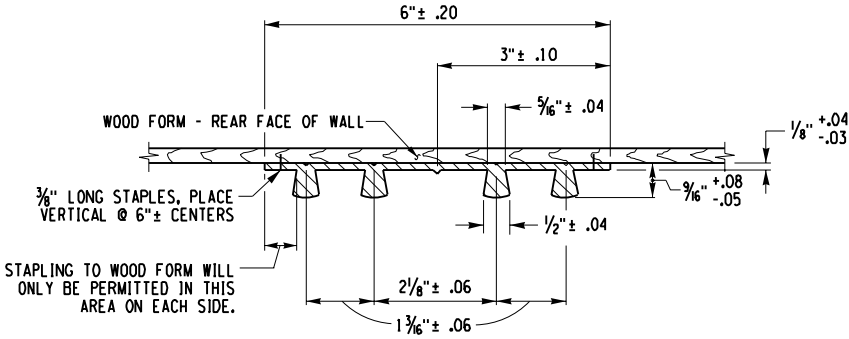
SECTION AT FORMLINER AND CHAMFER LINE
NOT TO SCALE



CONSTRUCTION AND CONTRACTION JOINTS		
C	B	T/3
3/16"	1 1/2"	0 TO 6"
3/8"	3 1/2"	6" TO 10"
3/4"	5 1/2"	10" AND OVER

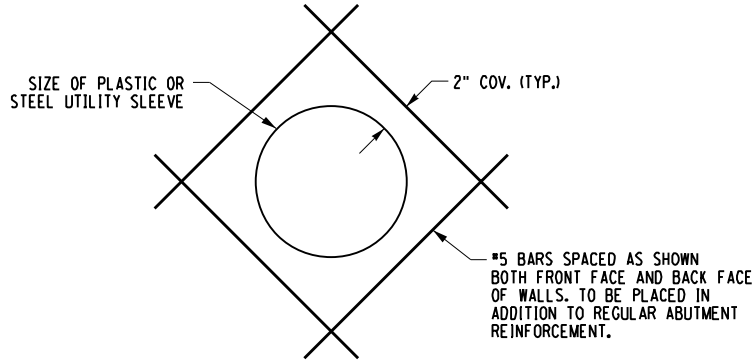
EXPANSION JOINTS		
C	B	T/3
3/8"	3 1/2"	0 TO 10"
3/4"	5 1/2"	10" AND OVER

KEYWAY DETAILS
NOT TO SCALE



TYPE D WATERSTOP
NOT TO SCALE

NOTES:
HOLES MUST NOT BE MADE IN WATERSTOP FOR ANY PURPOSE EXCEPT AS REQUIRED FOR STAPLING TO FORMS.
TYPE D WATERSTOP SHALL BE LIGHT GRAY IN COLOR.



NOTE:
ONLY SPECIAL UTILITY SLEEVE REINFORCEMENT FOR ABUTMENT IS SHOWN FOR PURPOSES OF CLARITY.

CIRCULAR UTILITY SLEEVE REINFORCEMENT
NOT TO SCALE

NOTES:

1. PVC USED IN WATERSTOPS SHALL CONFORM TO THE REQUIREMENTS OF N.Y.S. STANDARD SPECIFICATIONS SUBSECTION 705-11.
2. THE COST OF FURNISHING AND PLACING WATERSTOPS SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE CONCRETE ITEMS.
3. FIELD SPLICES SHOULD BE AVOIDED IF POSSIBLE, HOWEVER, HEAT WELDED BUTT SPLICES WILL BE PERMITTED ON LONG STRAIGHT RUNS (GENERALLY IN EXCESS OF 50 FEET) AT POINTS APPROVED BY THE ENGINEER.
4. WATERSTOP SHALL BE SHIPPED IN STRAIGHT SECTIONS HAVING A MINIMUM LENGTH OF 10 FEET UNLESS SHORTER LENGTHS ARE REQUIRED.
5. PREMOULDED RESILIENT JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF N.Y.S. STANDARD SPECIFICATION SUBSECTION 705-07.
6. DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

ERDMAN
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STATE OF NEW YORK
MARK R. LAISTNER
Professional Engineer
No. 088672
7-11-13

DATE

DATE

NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS
DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE 145, SECTION 7209.

REVISIONS			
NO.	DESCRIPTION	BY	DATE

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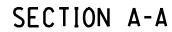
PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE

MISCELLANEOUS
ABUTMENT DETAILS

SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 28 OF 41	DRAWING NO. BR-14



T2 IS UPSTATION OF T1.

DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 29 OF 41	DRAWING NO. BR-15

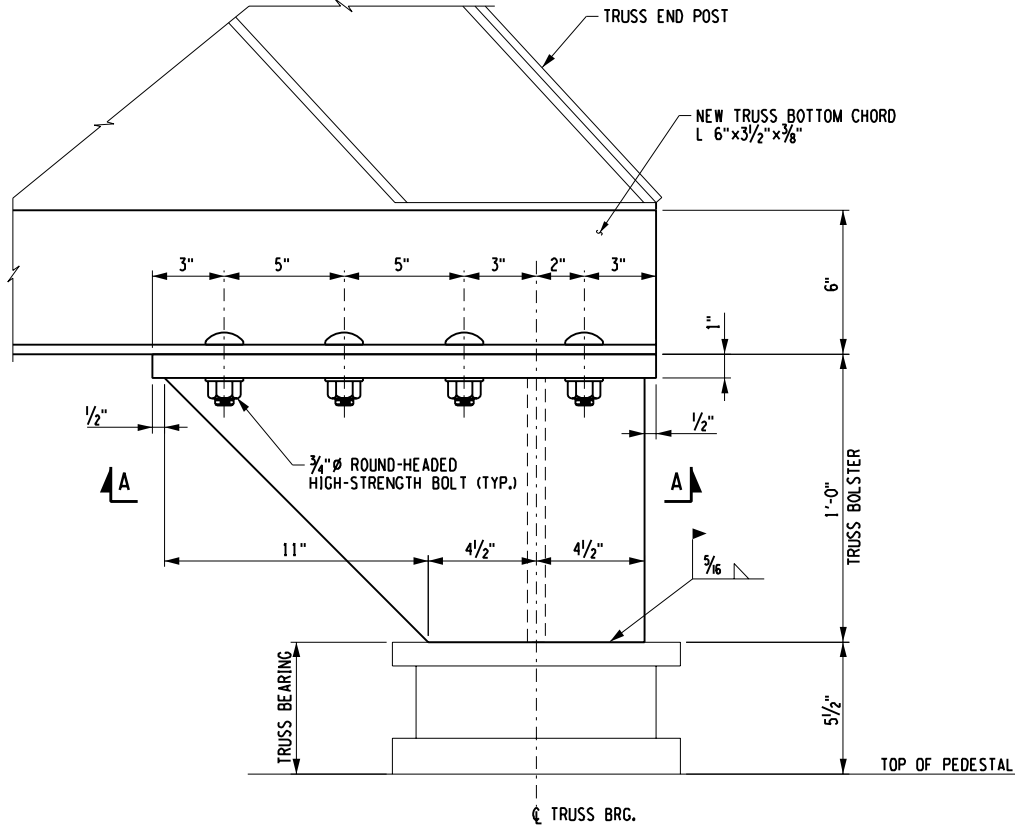


DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

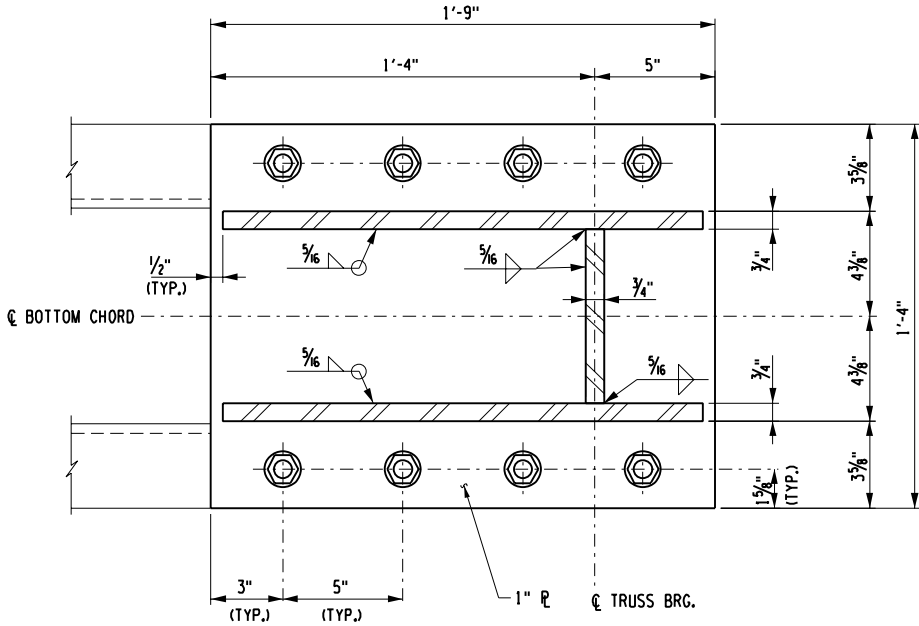
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DESIGN SUPERVISOR S. ANTHONY JOB MANAGER M. LAISTNER CHECKED BY M. LAISTNER DRAFTED BY T. LINDO CHECKED BY M. LAISTNER



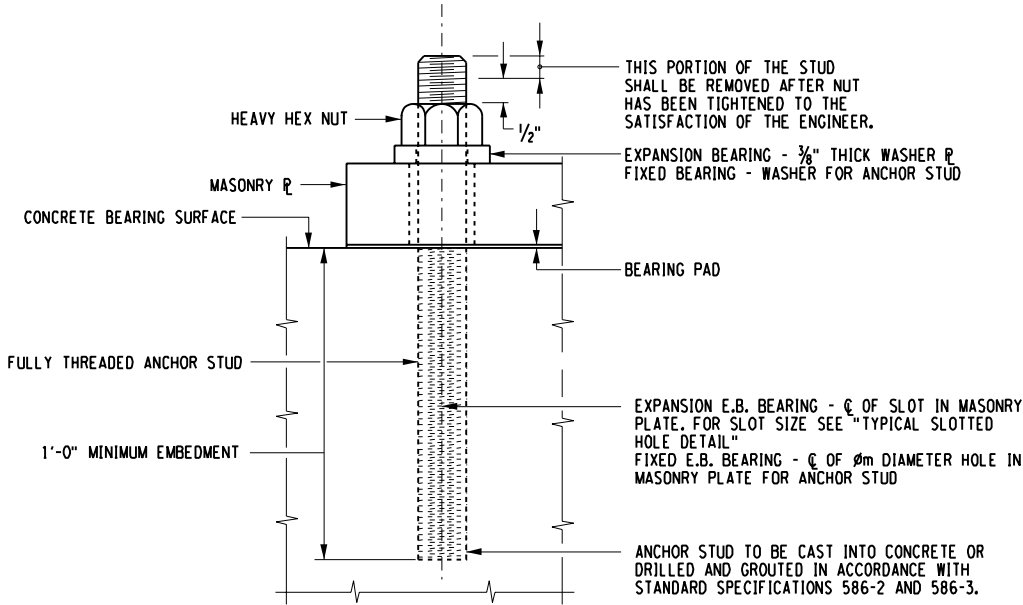
ELEVATION



SECTION A-A

TRUSS BEARING BOLSTER - 4 REQUIRED (ITEM 564.0502)

SCALE: 3" = 1'-0"



ANCHOR STUD

ANCHOR STUDS, WASHERS, WASHER PLATES, ANCHOR PLATES AND NUTS SHALL MEET THE REQUIREMENTS OF SUBSECTION 723-60. THEY SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF MATERIAL SUBSECTION 719-01, "GALVANIZED COATINGS AND REPAIR METHODS." THEIR COST (INCLUDING GALVANIZING) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.

NOTES:
DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

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STATE OF NEW YORK
MARK R. LAISTNER
Professional Engineer
7-11-13
DATE
DATE

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

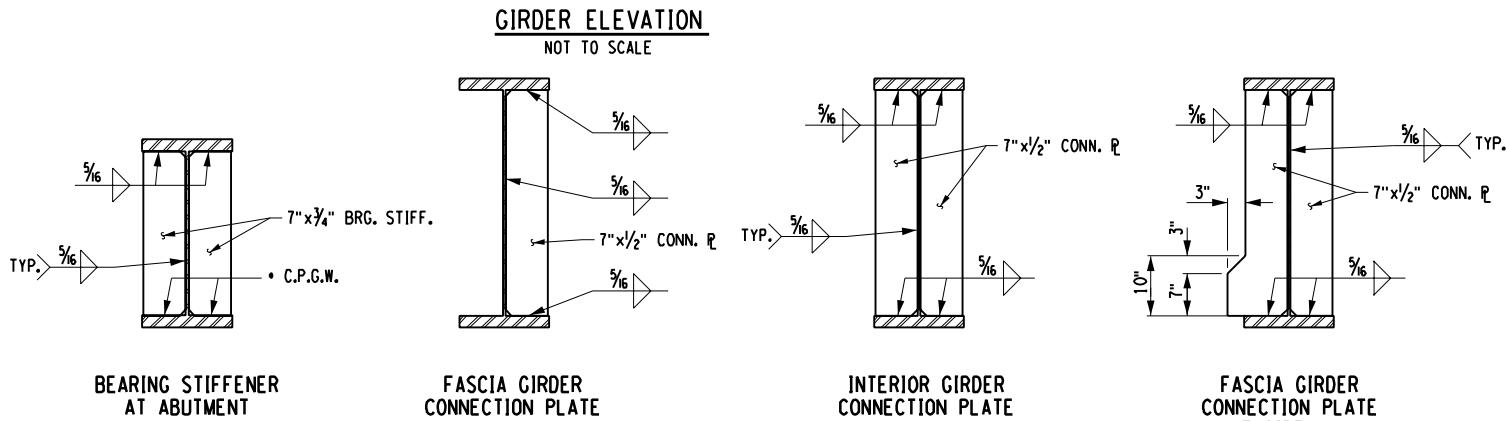
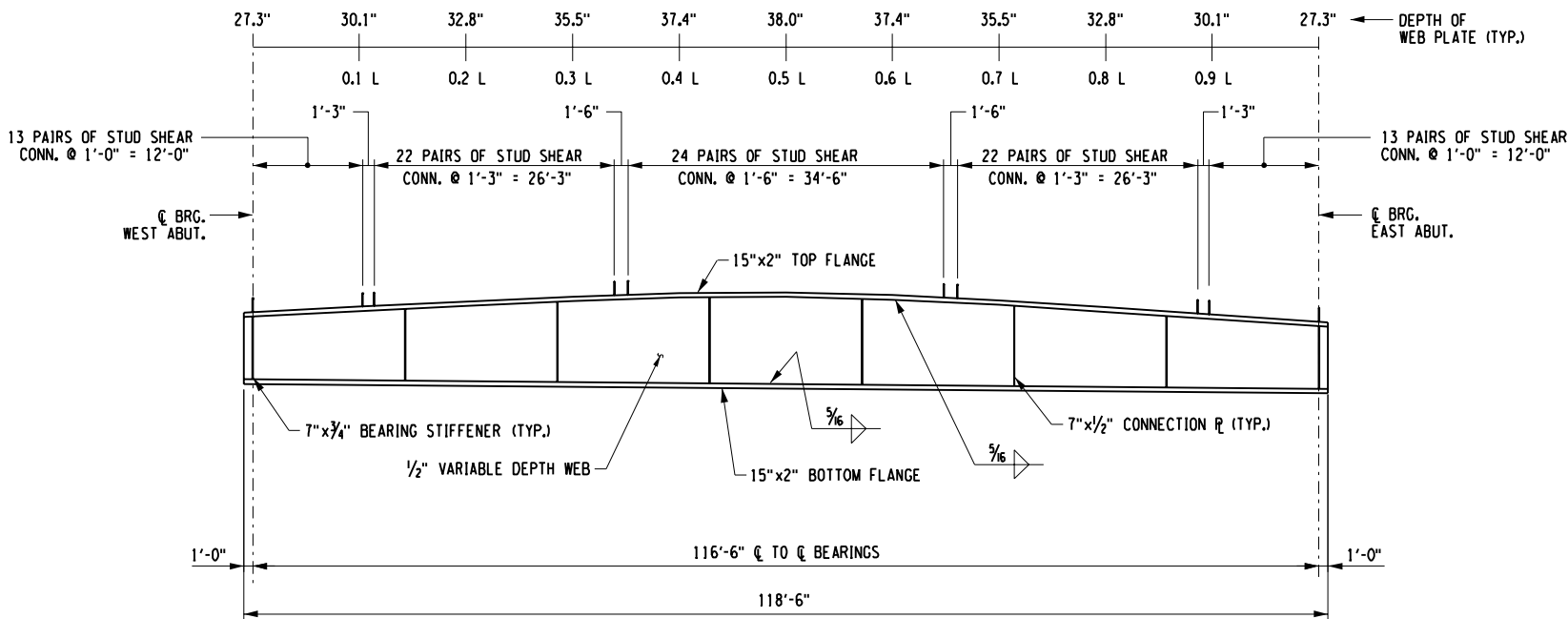
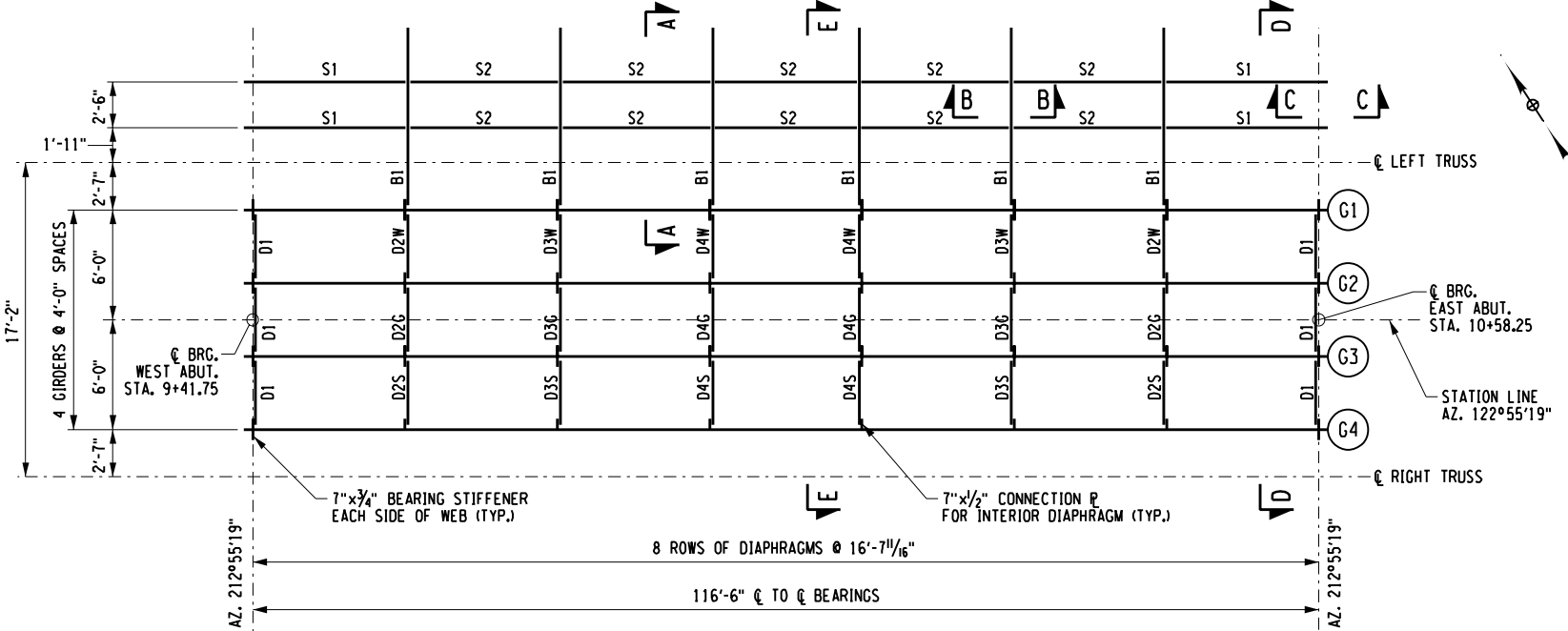
CLIENT

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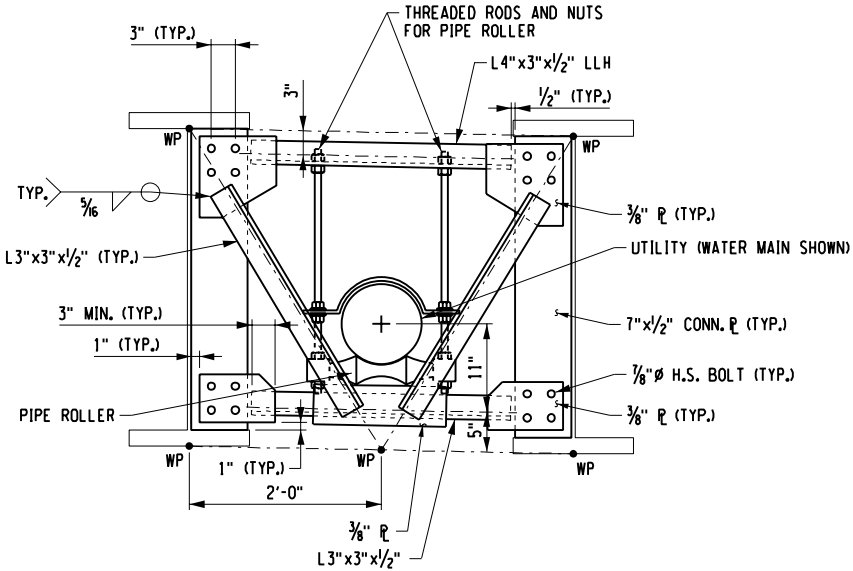
PROJECT NAME
FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE
BEARING DETAILS

SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 31 OF 41	DRAWING NO. BR-17



DIAPHRAGM SCHEDULE			
PIECE MARK	NUMBER REQUIRED	UTILITY SUPPORTED	PIPE ROLLER NOMINAL SIZE
D1	6	NONE	NONE
D2S	2	SEWER MAIN	8"
D2G	2	GAS MAIN	6"
D2W	2	WATER MAIN	12"
D3S	2	SEWER MAIN	8"
D3G	2	GAS MAIN	6"
D3W	2	WATER MAIN	12"
D4S	2	SEWER MAIN	8"
D4G	2	GAS MAIN	6"
D4W	2	WATER MAIN	12"



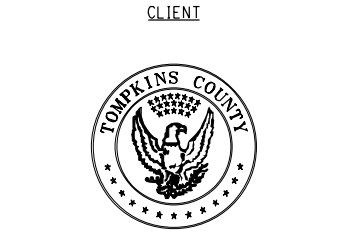
TYPICAL DIAPHRAGM ELEVATION
SCALE: 1"=1'-0"

- NOTES:
- FOR SECTIONS A-A, B-B & C-C, SEE DWG. NO. BR-20.
 - FOR SECTIONS D-D & E-E, SEE DWG. NO. BR-21.
 - ALL STRUCTURAL STEEL SHOWN ON THIS DRAWING INCLUDING MISCELLANEOUS PLATES AND BOLTS, EXCEPT STUD SHEAR CONNECTORS, SHALL BE PAID FOR UNDER ITEM 564.0501.
 - CONNECTIONS SHALL BE MADE ACCORDING TO THE NEW YORK STATE STEEL CONSTRUCTION MANUAL.
 - UNLESS OTHERWISE INDICATED, BOLTED CONNECTIONS SHALL BE MADE WITH 7/8" DIA. A325 HIGH-STRENGTH BOLTS.
 - THE CONTRACTOR MAY PLACE DIAPHRAGMS ON EITHER SIDE OF THE BEARING STIFFENERS OR CONNECTION PLATES AS NECESSARY TO CORRECT ALIGNMENT PROVIDED THERE WILL BE NO INTERFERENCE WITH OTHER STRUCTURAL DETAILS.
 - DIAPHRAGM MEMBERS SHALL BE BLOCKED AS SHOWN, WITH THEIR FLANGE CUT BACK ON ONE SIDE, AND CHIPPED OR GROUND FLUSH. IN LIEU OF BLOCKING THE DIAPHRAGM MEMBER, THE FABRICATOR SHALL HAVE THE OPTION OF COPING THE FLANGE.
 - ALL BOLT HEADS SHALL BE PLACED ON THE TOP SIDE OF CONNECTIONS UNLESS OTHERWISE NOTED.
 - C.P.G.W. = COMPLETE PENETRATION GROOVE WELD
 - NO WELDING SHALL BE ALLOWED WITHIN THE TENSION ZONE (LOWER HALF OF GIRDERS) UNLESS SPECIFICALLY NOTED. THE ATTACHMENT OF FORMING DEVICES OR OTHER CONSTRUCTION AIDS BY WELDING WITHIN THE TENSION AREAS IS PROHIBITED.



NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145, SECTION 7209.

REVISIONS			
NO.	DESCRIPTION	BY	DATE



PROJECT NAME
FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE
FRAMING PLAN

SCALE	DATE
AS NOTED	JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 32 OF 41	DRAWING NO. BR-18

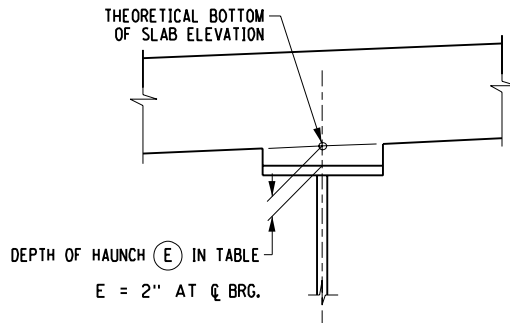
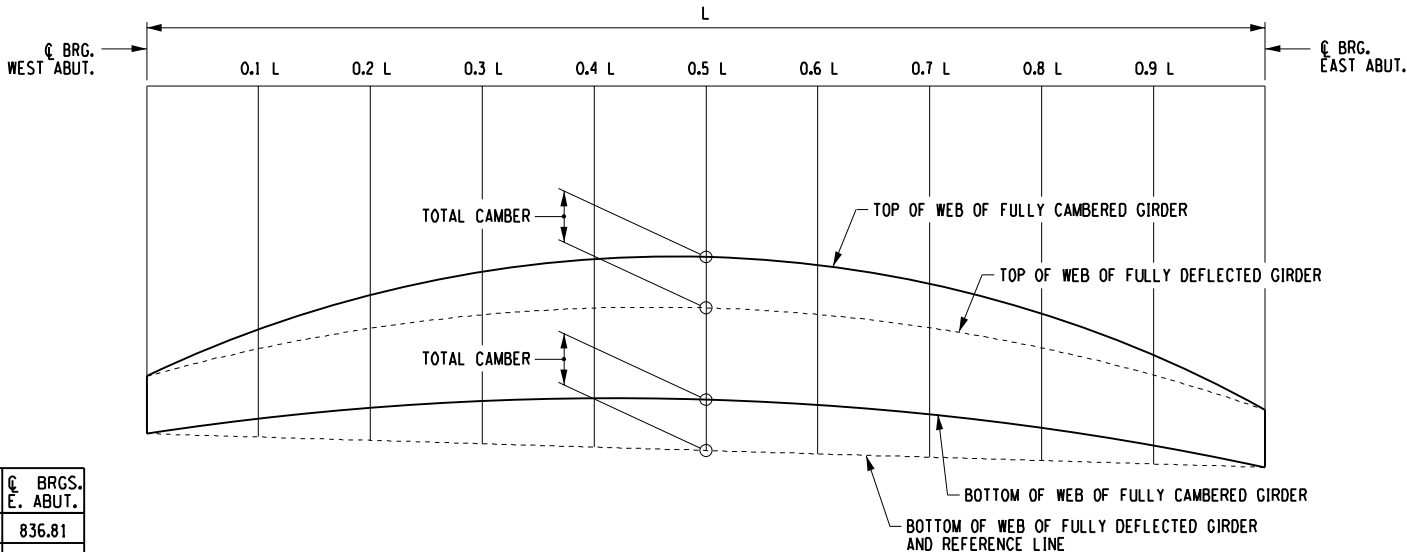
MOMENT & SHEAR TABLE			¢ BRGS.	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	¢ BRGS.
GIRDER G1	D.L.	MOMENT	0	627	1115	1464	1673	1743	1673	1464	1115	627	0
		SHEAR	59.8	47.9	35.9	23.9	12.0	0.0	-12.0	-23.9	-35.9	-47.9	-59.8
	S.D.L.	MOMENT	0	58	103	135	154	161	154	135	103	58	0
		SHEAR	5.5	4.4	3.3	2.2	1.1	0.0	-1.1	-2.2	-3.3	-4.4	-5.5
	HL93	MOMENT	0	615	1081	1399	1592	1666	1592	1399	1081	615	0
		SHEAR	60.0	51.0	42.9	34.7	26.5	18.4	-26.5	-34.7	-42.9	-51.0	-60.0
GIRDER G2	PL	MOMENT	0	258	458	601	687	715	687	601	458	258	0
		SHEAR	24.6	19.6	14.7	9.8	4.9	0.0	-4.9	-9.8	-14.7	-19.6	-24.6
	D.L.	MOMENT	0	556	988	1297	1482	1544	1482	1297	988	556	0
		SHEAR	53.0	42.4	31.8	21.2	10.6	0.0	-10.6	-21.2	-31.8	-42.4	-53.0
	S.D.L.	MOMENT	0	58	103	135	154	161	154	135	103	58	0
		SHEAR	5.5	4.4	3.3	2.2	1.1	0.0	-1.1	-2.2	-3.3	-4.4	-5.5
GIRDER G3	HL93	MOMENT	0	358	630	815	928	971	928	815	630	358	0
		SHEAR	65.1	55.2	46.4	37.6	28.8	19.9	-28.8	-37.6	-46.4	-55.2	-65.1
	PL	MOMENT	0	124	220	289	330	344	330	289	220	124	0
		SHEAR	11.8	9.4	7.1	4.7	2.4	0.0	-2.4	-4.7	-7.1	-9.4	-11.8
	D.L.	MOMENT	0	484	861	1130	1291	1345	1291	1130	861	484	0
		SHEAR	46.2	36.9	27.7	18.5	9.2	0.0	-9.2	-18.5	-27.7	-36.9	-46.2
GIRDER G4	S.D.L.	MOMENT	0	58	103	135	154	161	154	135	103	58	0
		SHEAR	5.5	4.4	3.3	2.2	1.1	0.0	-1.1	-2.2	-3.3	-4.4	-5.5
	HL93	MOMENT	0	615	1081	1399	1592	1666	1592	1399	1081	615	0
		SHEAR	60.0	51.0	42.9	34.7	26.5	18.4	-26.5	-34.7	-42.9	-51.0	-60.0
	PL	MOMENT	0	-144	-255	-335	-383	-399	-383	-335	-255	-144	0
		SHEAR	-13.7	-10.9	-8.2	-5.5	-2.7	0.0	2.7	5.5	8.2	10.9	13.7

HAUNCH TABLE			¢ BRGS. W. ABUT.	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	¢ BRGS. E. ABUT.
G1	(A) REQ'D BOTTOM OF SLAB ELEVATION		837.16	837.36	837.55	837.73	837.88	837.88	837.79	837.59	837.34	837.07	836.81
	(B) TOP OF STEEL EL. (FIELD MEASURE)												
	(C) = (A) - (B)												
	(D) CONCRETE + S.D.L. DEFLECTION		0.00	0.09	0.17	0.24	0.27	0.29	0.27	0.24	0.17	0.09	0.00
	(E) DEPTH OF HAUNCH REQ'D = (C)+(D)(ft.)												
G2	(A) REQ'D BOTTOM OF SLAB ELEVATION		837.08	837.28	837.47	837.66	837.78	837.80	837.71	837.51	837.26	836.99	836.73
	(B) TOP OF STEEL EL. (FIELD MEASURE)												
	(C) = (A) - (B)												
	(D) CONCRETE + S.D.L. DEFLECTION		0.00	0.09	0.17	0.24	0.27	0.29	0.27	0.24	0.17	0.09	0.00
	(E) DEPTH OF HAUNCH REQ'D = (C)+(D)(ft.)												
G3	(A) REQ'D BOTTOM OF SLAB ELEVATION		837.00	837.20	837.39	837.57	837.70	837.72	837.63	837.43	837.18	836.91	836.65
	(B) TOP OF STEEL EL. (FIELD MEASURE)												
	(C) = (A) - (B)												
	(D) CONCRETE + S.D.L. DEFLECTION		0.00	0.09	0.17	0.24	0.27	0.29	0.27	0.24	0.17	0.09	0.00
	(E) DEPTH OF HAUNCH REQ'D = (C)+(D)(ft.)												
G4	(A) REQ'D BOTTOM OF SLAB ELEVATION		836.92	837.12	837.31	837.49	837.62	837.64	837.55	837.35	837.10	836.83	836.57
	(B) TOP OF STEEL EL. (FIELD MEASURE)												
	(C) = (A) - (B)												
	(D) CONCRETE + S.D.L. DEFLECTION		0.00	0.09	0.17	0.24	0.27	0.29	0.27	0.24	0.17	0.09	0.00
	(E) DEPTH OF HAUNCH REQ'D = (C)+(D)(ft.)												

NOTE:
THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE COMPLETED HAUCH TABLE PRIOR TO SETTING THE BOTTOM FORMWORK OF THE DECK.

CAMBER TABLE			¢ BRGS.	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	¢ BRGS.
G1	I STEEL D.L. (ft.)		0.00	0.08	0.15	0.20	0.23	0.25	0.23	0.20	0.15	0.08	0.00
	II CONCRETE D.L. (ft.)		0.00	0.08	0.15	0.21	0.24	0.25	0.24	0.21	0.15	0.08	0.00
	III SUPERIMPOSED D.L. (ft.)		0.00	0.01	0.02	0.03	0.03	0.04	0.03	0.03	0.02	0.01	0.00
	IV VERTICAL CURVE (ft.)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL = I+II+III+IV (ft.)			0.00	0.18	0.32	0.44	0.51	0.53	0.51	0.44	0.32	0.18	0.00
G2	I STEEL D.L. (ft.)		0.00	0.06	0.11	0.16	0.18	0.19	0.18	0.16	0.11	0.06	0.00
	II CONCRETE D.L. (ft.)		0.00	0.08	0.15	0.21	0.24	0.25	0.24	0.21	0.15	0.08	0.00
	III SUPERIMPOSED D.L. (ft.)		0.00	0.01	0.02	0.03	0.03	0.04	0.03	0.03	0.02	0.01	0.00
	IV VERTICAL CURVE (ft.)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL = I+II+III+IV (ft.)			0.00	0.16	0.29	0.39	0.45	0.48	0.45	0.39	0.29	0.16	0.00
G3	I STEEL D.L. (ft.)		0.00	0.04	0.08	0.11	0.13	0.13	0.13	0.11	0.08	0.04	0.00
	II CONCRETE D.L. (ft.)		0.00	0.08	0.15	0.21	0.24	0.25	0.24	0.21	0.15	0.08	0.00
	III SUPERIMPOSED D.L. (ft.)		0.00	0.01	0.02	0.03	0.03	0.04	0.03	0.03	0.02	0.01	0.00
	IV VERTICAL CURVE (ft.)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL = I+II+III+IV (ft.)			0.00	0.14	0.25	0.35	0.40	0.42	0.40	0.35	0.25	0.14	0.00
G4	I STEEL D.L. (ft.)		0.00	0.02	0.05	0.06	0.07	0.08	0.07	0.06	0.05	0.02	0.00
	II CONCRETE D.L. (ft.)		0.00	0.08	0.15	0.21	0.24	0.25	0.24	0.21	0.15	0.08	0.00
	III SUPERIMPOSED D.L. (ft.)		0.00	0.01	0.02	0.03	0.03	0.04	0.03	0.03	0.02	0.01	0.00
	IV VERTICAL CURVE (ft.)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL = I+II+III+IV (ft.)			0.00	0.12	0.22	0.30	0.34	0.36	0.34	0.30	0.22	0.12	0.00

NOTE:
THE STEEL D.L. CAMBER WAS CALCULATED ASSUMING THAT THE CANTILEVER SIDEWALK (INCLUDING BRACKETS, STRINGERS, DECKING AND RAILING) WILL BE ERECTED PRIOR TO THE CASTING OF THE COMPOSITE DECK.



DESIGN LOAD TABLE				
DESCRIPTION	G1	G2	G3	G4
GIRDERS & DIAPHRAGMS	0.283	0.283	0.283	0.283
SIDEWALK FRAMING, DECKING & HANDRAIL	0.226	0.109	-0.009	-0.126
DECK HAUNCHES & SIP FORMS	0.522	0.522	0.522	0.522
TOTAL	1.031	0.914	0.796	0.678
SEWER MAIN	0.007	0.007	0.007	0.007
WATER MAIN	0.012	0.012	0.012	0.012
GAS MAIN	0.005	0.005	0.005	0.005
FUTURE WEARING SURFACE	0.070	0.070	0.070	0.070
TOTAL	0.095	0.095	0.095	0.095

NOTE:
IN THE FULLY DEFLECTED CONDITION, THE BOTTOM OF THE WEB IS INTENDED TO BE STRAIGHT AND THE TOP OF THE WEB IS INTENDED TO BE CURVED, MATCHING THE ROADWAY PROFILE.

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT
TOMPKINS COUNTY
DEPARTMENT OF PUBLIC WORKS

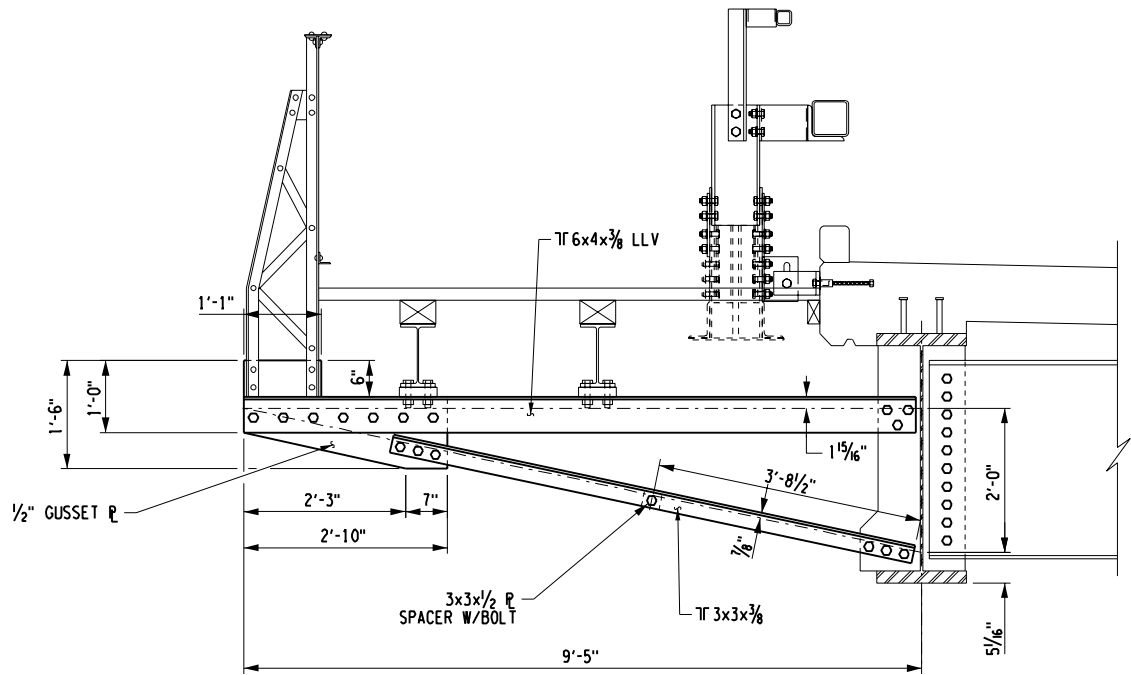
PROJECT NAME
FOREST HOME DRIVE OVER FALL CREEK
B.I.N. 3047450

DRAWING TITLE
STEEL FRAMING TABLES

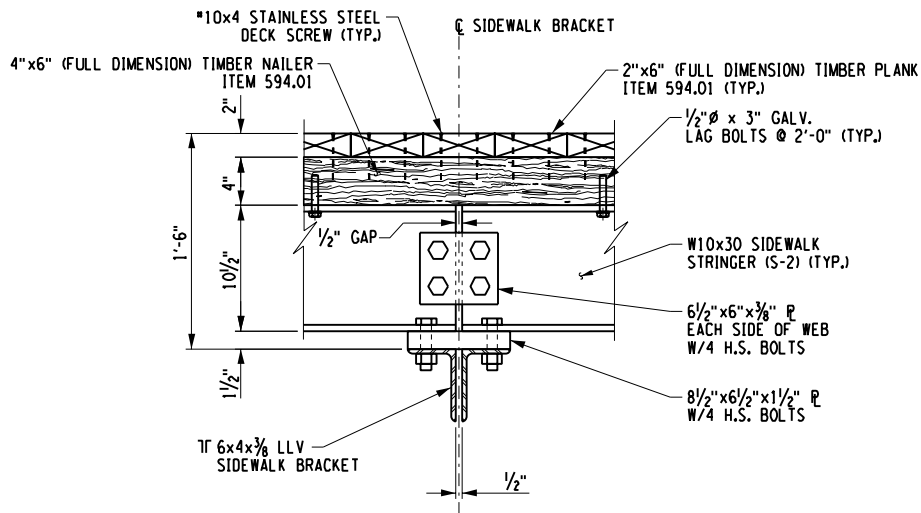
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P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 33 OF 41	DRAWING NO. BR-19

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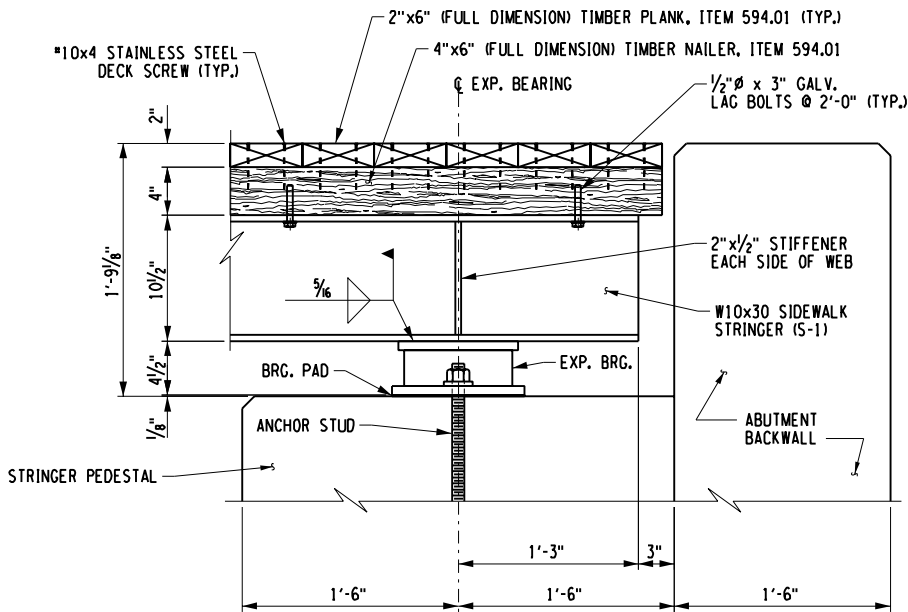
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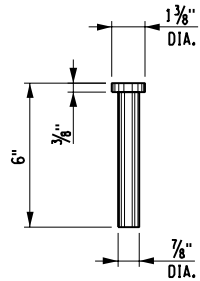
SECTION A-A
SIDEWALK BRACKET DETAIL
SCALE: 3/4" = 1'-0"



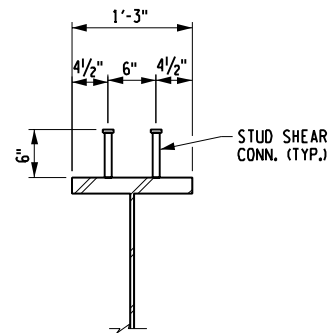
SECTION B-B
STRINGER CONNECTION @ SIDEWALK BRACKET
SCALE: 1 1/2" = 1'-0"



SECTION C-C
STRINGER CONNECTION @ EAST ABUTMENT
SCALE: 1 1/2" = 1'-0"



STUD DETAIL
SCALE: 3" = 1'-0"



STUD SHEAR
CONNECTOR DETAIL
SCALE: 1" = 1'-0"

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7-11-13

DATE

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

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DEPARTMENT OF
PUBLIC WORKS

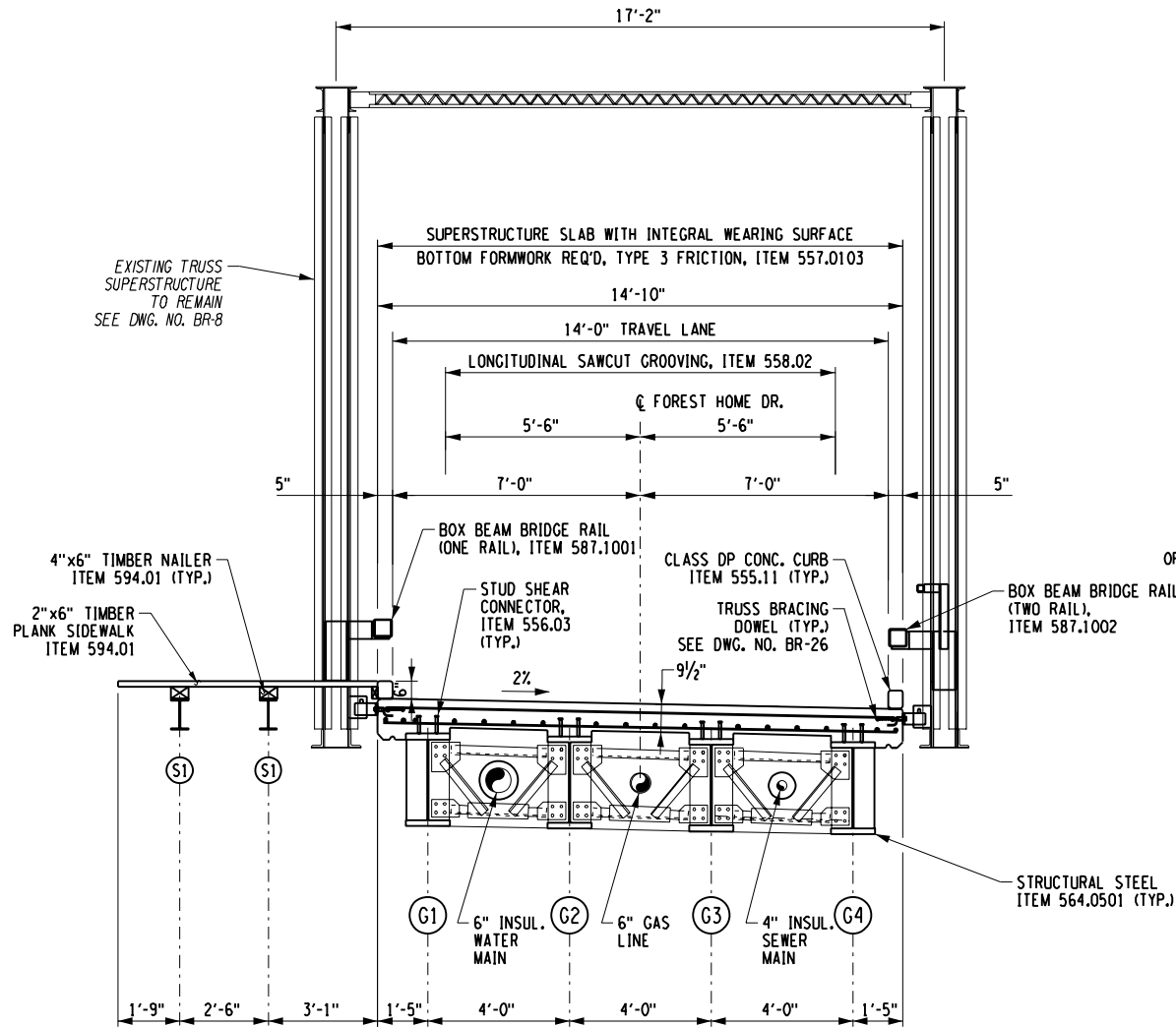
PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

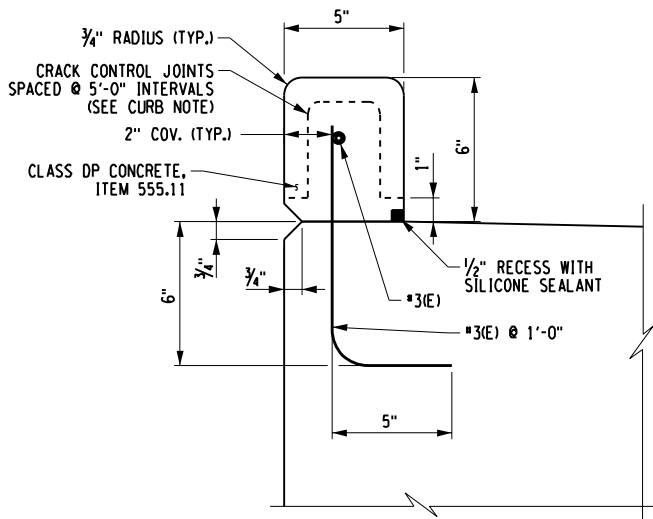
DRAWING TITLE

STEEL FRAMING DETAILS

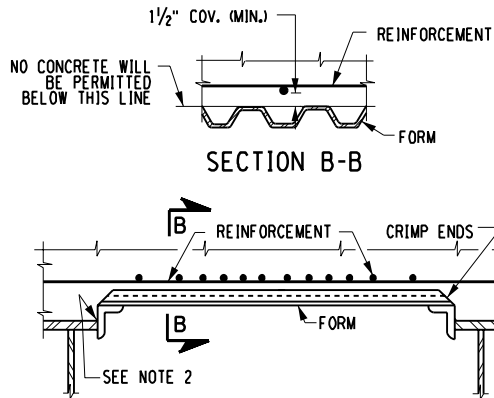
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AS NOTED	JULY 2013
P.I.N.	EAA PROJECT NO.
3950.41	19201.00
SHEET NO.	DRAWING NO.
34 OF 41	BR-20



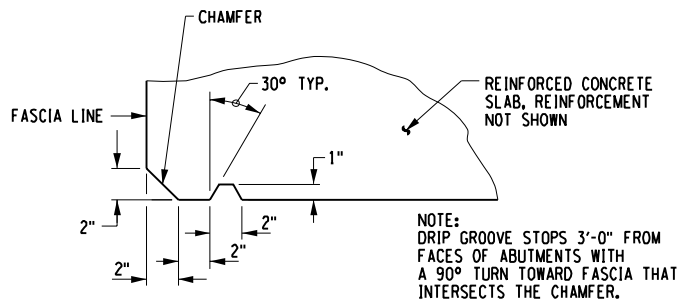
TRANSVERSE SECTION @ Q BEARINGS
SCALE: 3/8" = 1'-0"



CONCRETE CURB DETAIL
SCALE: 3" = 1'-0"



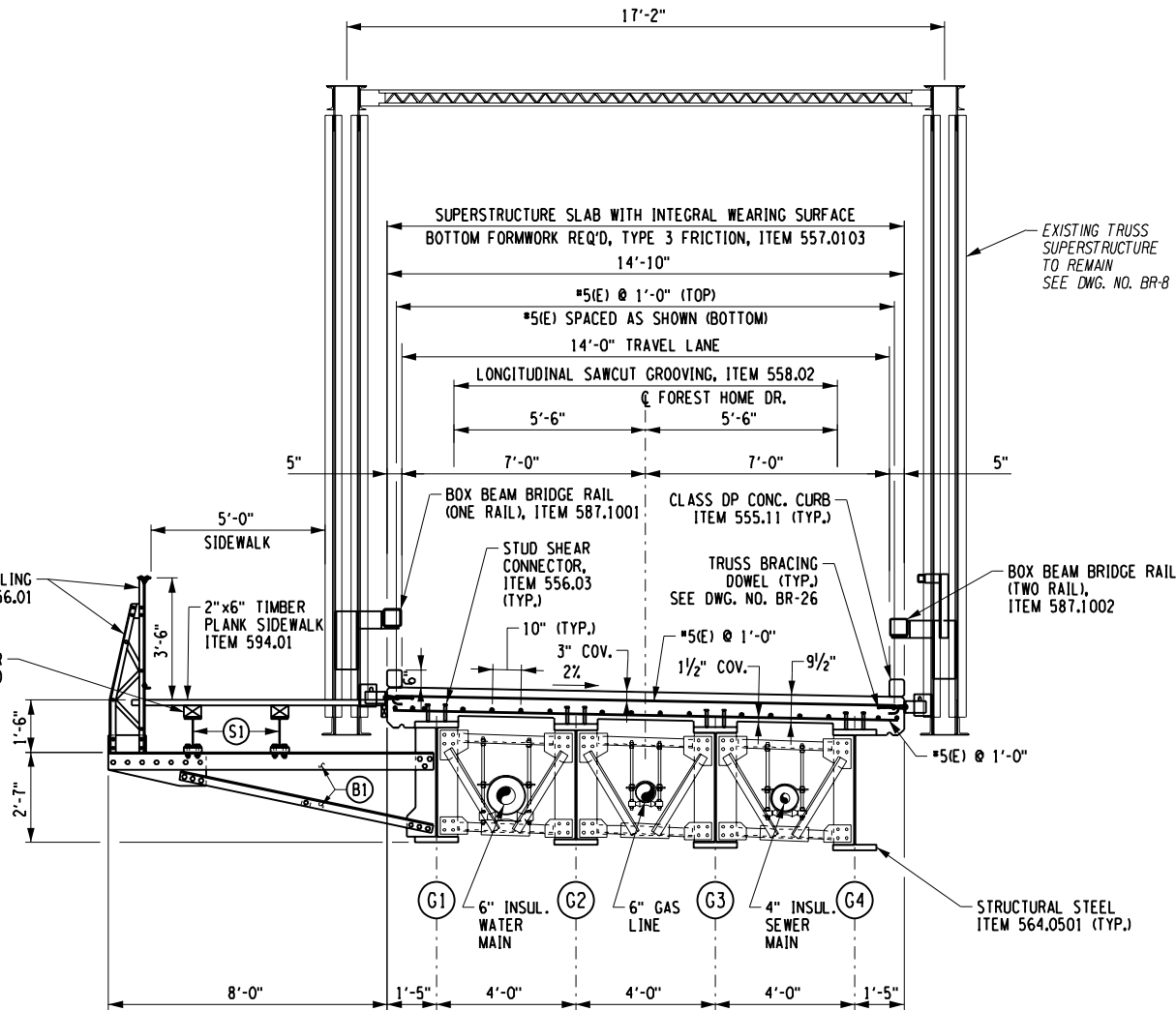
PERMANENT CORRUGATED METAL FORM DETAIL
NOT TO SCALE



DRIP GROOVE DETAIL
NOT TO SCALE

FORM UNITS NOTES:

- THE COST OF THE FORMING SYSTEMS SHOWN ON THIS DRAWING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SUPERSTRUCTURE SLAB CONCRETE ITEM.
- TACK WELDS SHALL BE ALLOWED IN THE COMPRESSION AREA OF THE STRINGER'S TOP FLANGE ONLY. WELDING SHALL CONFORM TO SECTION 7 OF THE N.Y.S. STEEL CONSTRUCTION MANUAL, (3/16" DIA. E7018 OR E8018-C3 ELECTRODES, PROPERLY CONDITIONED, SHALL BE USED.)
- THE SUPPORT ANGLES AND/OR ZEES SHALL BE GALVANIZED IN ACCORDANCE WITH MATERIAL SPECIFICATION 719-01.



TRANSVERSE SECTION NEAR MIDSPAN
SCALE: 3/8" = 1'-0"

CURB NOTE:

- CRACK CONTROL JOINTS SHALL BE FORMED OR SAW CUT WITHIN 8 HOURS OF FORM REMOVAL. THE JOINTS SHALL HAVE A DEPTH OF 1" MIN. (1 1/2" MAX.) AND A WIDTH OF 1/8" MIN. (1/4" MAX.). THE JOINTS SHALL BE PLACED AT 5'-0" INTERVALS.

DECK PLACEMENT NOTES:

- CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY ORDER THE CONTRACTOR TO STOP PLACEMENT OPERATIONS AT ANY TIME, IF IN THE ENGINEER'S OPINION, CONCRETE PLACED DURING THE PLACEMENT HAS STARTED TO SET, OR IS ABOUT TO SET, AND FURTHER PLACEMENT ON CONCRETE WILL CAUSE DEFLECTION CRACKING.
- LONGITUDINAL CONSTRUCTION JOINTS WILL NOT BE PERMITTED.
- FINISHING MACHINE(S) SHALL BE OPERATED AS CLOSE TO THE SKEW ANGLE AS PRACTICAL.
- WET BURLAP CURING BLANKETS ARE REQUIRED TO BE PLACED ON THE CONCRETE DECK WITHIN 30 MINUTES OF THE CONCRETE BEING DEPOSITED INTO THE FORMS OR 5 MINUTES AFTER FINISHING, WHICHEVER COMES FIRST. THE PLACEMENT OF THE TURF DRAG TEXTURE SHALL NOT INTERFERE WITH THESE REQUIREMENTS.
- IN THE EVENT THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION, WHETHER BY THE CONTRACTOR'S OWN DECISION OR BY ORDER OF THE ENGINEER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO DECK FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.



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PUBLIC WORKS

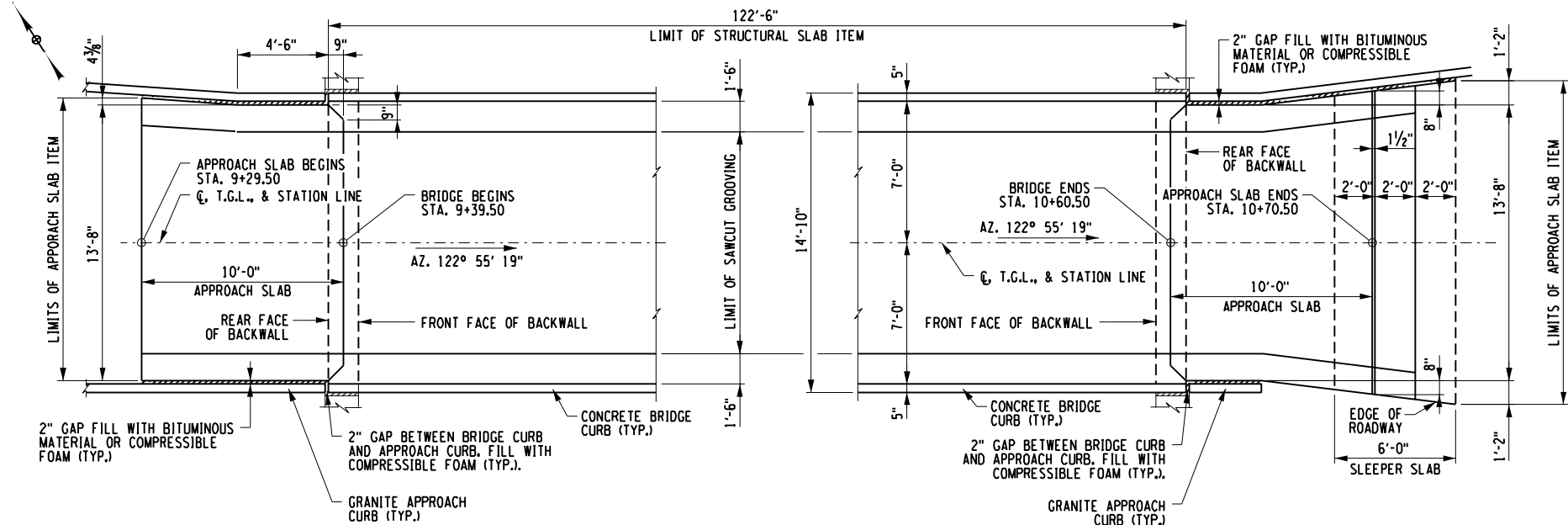
PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE

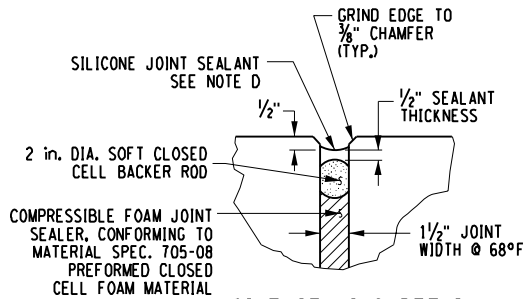
TRANSVERSE SECTIONS

SCALE	DATE
AS NOTED	JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 35 OF 41	DRAWING NO. BR-21



APPROACH SLAB AND DECK SLAB PLAN

SCALE: 1/4" = 1'-0"



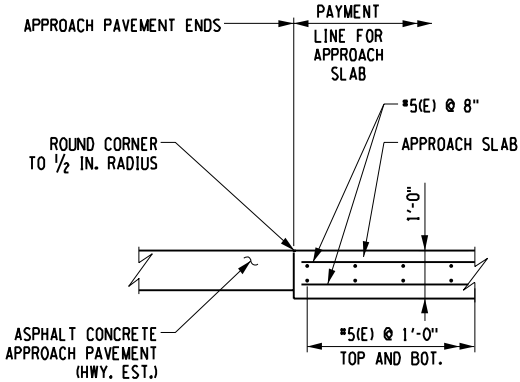
JOINT SEALING DETAIL

NOT TO SCALE

SLAB TABLE				
LOCATION	CONCRETE ITEM 557.0103	CONCRETE ITEM 557.2003	LONGITUDINAL SAWCUT GROOVING ITEM 558.02	PROTECTIVE SEALER ITEM 559.18960118
BEGIN APPROACH SLAB		15.2 SY	12.3 SY	137 SF
SUPERSTRUCTURE SLAB	199.4 SY		147.9 SY	2400 SF
END APPROACH SLAB		25.6 SY	15.8 SY	170 SF

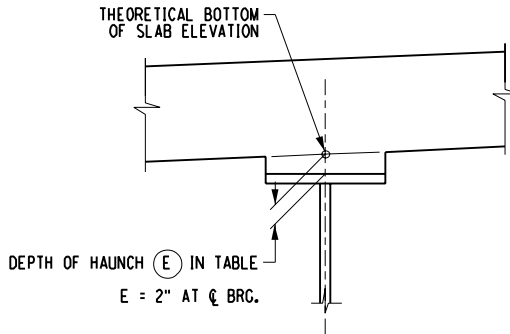
HAUNCH TABLE											
	Q. BRGS. W. ABUT.	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	Q. BRGS. E. ABUT.
G1 (A) REQ'D BOTTOM OF SLAB ELEVATION	837.16	837.36	837.55	837.73	837.88	837.88	837.79	837.59	837.34	837.07	836.81
(B) TOP OF STEEL EL. (FIELD MEASURE)											
(C) = (A) - (B)											
(D) CONCRETE + S.D.L. DEFLECTION	0.00	0.09	0.17	0.24	0.27	0.29	0.27	0.24	0.17	0.09	0.00
(E) DEPTH OF HAUNCH REQ'D = (C) + (D)(ft)											
G2 (A) REQ'D BOTTOM OF SLAB ELEVATION	837.08	837.28	837.47	837.66	837.78	837.80	837.71	837.51	837.26	836.99	836.73
(B) TOP OF STEEL EL. (FIELD MEASURE)											
(C) = (A) - (B)											
(D) CONCRETE + S.D.L. DEFLECTION	0.00	0.10	0.18	0.24	0.28	0.29	0.28	0.24	0.18	0.10	0.00
(E) DEPTH OF HAUNCH REQ'D = (C) + (D)(ft)											
G3 (A) REQ'D BOTTOM OF SLAB ELEVATION	837.00	837.20	837.39	837.57	837.70	837.72	837.63	837.43	837.18	836.91	836.65
(B) TOP OF STEEL EL. (FIELD MEASURE)											
(C) = (A) - (B)											
(D) CONCRETE + S.D.L. DEFLECTION	0.00	0.10	0.18	0.25	0.29	0.30	0.29	0.25	0.18	0.10	0.00
(E) DEPTH OF HAUNCH REQ'D = (C) + (D)(ft)											
G4 (A) REQ'D BOTTOM OF SLAB ELEVATION	836.92	837.12	837.31	837.49	837.62	837.64	837.55	837.35	837.10	836.83	836.57
(B) TOP OF STEEL EL. (FIELD MEASURE)											
(C) = (A) - (B)											
(D) CONCRETE + S.D.L. DEFLECTION	0.00	0.10	0.19	0.26	0.29	0.31	0.29	0.26	0.19	0.10	0.00
(E) DEPTH OF HAUNCH REQ'D = (C) + (D)(ft)											

NOTE:
THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE COMPLETED HAUNCH TABLE PRIOR TO SETTING THE BOTTOM FORMWORK OF THE DECK.



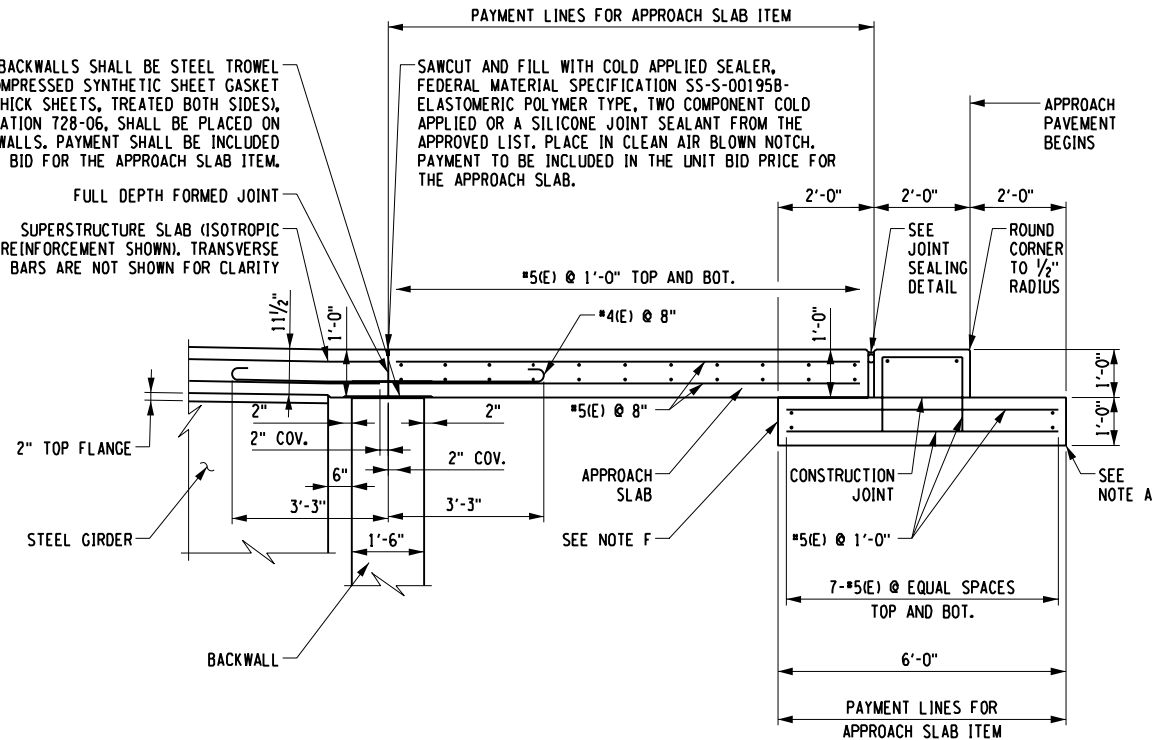
FIXED END APPROACH SLAB DETAIL

SCALE: 1" = 2'



GIRDER HAUNCH DETAIL

NOT TO SCALE



EXPANSION END APPROACH SLAB & SLEEPER SLAB DETAIL

SCALE: 1" = 2'

NOTES:

- A. EXCAVATION FOR SLEEPER SLABS SHALL BE CAREFULLY MADE AFTER COMPACTED ABUTMENT EMBANKMENT IS IN PLACE. THE SLEEPER SLABS SHALL BE FOUNDED ON UNDISTURBED COMPACT MATERIAL OR RE-COMPACTED MATERIAL. NO LOOSE BACKFILL SHALL BE ALLOWED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE SLEEPER SLAB FROM TEMPORARY LOADINGS OR ANY CONDITION WHICH COULD CAUSE MOVEMENTS OR UNEVEN SETTLEMENT OF THE SLEEPER SLAB.
- B. TO PERMIT UNHINDERED LONGITUDINAL MOVEMENT OF SLAB, THE SURFACE OF THE SUBBASE COURSE MUST BE ACCURATELY CONTROLLED TO FOLLOW AND BE PARALLEL TO THE ROADWAY GRADE AND CROSS SLOPE. POLYETHYLENE CURING COVERS (WHITE OPAQUE) IN ACCORDANCE WITH MATERIAL SPECIFICATION SUBSECTION 711-04 SHALL BE PLACED ON THE FINISHED SUBBASE COURSE THE FULL WIDTH OF THE APPROACH SLAB PRIOR TO PLACEMENT OF THE REINFORCEMENT. THE CURING COVERS SHALL BE .004 in. THICK, AND LAPS SHALL BE 2 ft. MINIMUM.
- C. TOP OF SLEEPER SLABS SHALL BE STEEL TROWEL FINISHED AND COATED WITH A 0.04 in. NOMINAL THICKNESS OF PERFORMANCE GRADE ASPHALT AS INDICATED IN THE PROPOSAL, OR MATERIAL SPECIFICATION 702-3101. THE TOP OF SLEEPER SLABS SHALL FOLLOW THE CROSS SLOPE AND GRADE OF ROADWAY. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.
- D. FILL THE RECESS WITH A STRUCTURAL JOINT MATERIAL, LIQUID SEALANT, FROM THE DEPARTMENT'S APPROVED LIST. THE MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED FOR THOSE SEALANTS THAT REQUIRES A PRIMER. THE CONCRETE SHALL CURE FOR MINIMUM OF 7 DAYS BEFORE JOINT IS SEALED. SEALING SHALL ONLY BE PERFORMED WHEN THE CONCRETE TEMPERATURE IS 40°F OR ABOVE. BOTH JOINT FACES SHALL BE SAND BLASTED TO ROUGHEN THE SURFACE AND TO REMOVE ALL SURFACE MOISTURE AND ANY OTHER MATERIAL THAT MAY INTERFERE WITH BOND.
- E. TOP SURFACES OF STRUCTURAL SLABS, APPROACH SLABS AND EXPOSED TOP SURFACES OF SLEEPER SLABS SHALL BE GROOVED UNDER THE SAWCUT GROOVING OF STRUCTURAL SLAB SURFACE ITEM.
- F. COMPRESSED SYNTHETIC SHEET GASKET (TREATED BOTH SIDES), MATERIAL SPECIFICATION 728-06, TWO 0.06 in. THICK SHEETS. PRICE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.

ALL REINFORCEMENT IN APPROACH SLABS AND SLEEPER SLAB SHALL HAVE 3 in. COVER UNLESS OTHERWISE NOTED.

(E) DENOTES EPOXY COATED BARS.

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DEPARTMENT OF
PUBLIC WORKS

PROJECT NAME

FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE

SUPERSTRUCTURE SLAB
AND
APPROACH SLABS

SCALE

AS NOTED

DATE

JULY 2013

P.I.N.

3950.41

EAA PROJECT NO.

19201.00

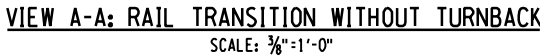
SHEET NO.

36 OF 41

DRAWING NO.

BR-22

SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 37 OF 41	DRAWING NO. BR-23



1. FOR DETAILS OF BRIDGE POSTS AND BOTTOM RAIL TERMINATION POSTS, SEE DWG. NO. BR-26.
2. FOR DETAILS OF HEAVY POSTS, TRANSITION POSTS AND SPECIAL POST, SEE DWG. NO. BR-27.
3. RAIL TUBES SHALL BE IN CONFORMANCE WITH N.Y.S. STANDARD SPECIFICATIONS MATERIAL SPECIFICATION 710-23.
4. HOLES IN POSTS FOR THE LOWER RAIL MAY BE LOCATED AND DRILLED IN THE FIELD. IF SO, THE GALVANIZING SHALL BE REPAIRED IN ACCORDANCE WITH SUBSECTION 719.01.
5. ALL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH N.Y.S. STANDARD SPECIFICATION 719.01. ALL AREAS WHERE THE ZINC COATING IS DAMAGED DURING INSTALLATION, INCLUDING FIELD DRILLED HOLES, SHALL BE REPAIRED WITH N.Y.S. STANDARD SPECIFICATION SUBSECTION 719-01.
6. ALL NUTS SHALL HAVE A SPRING LOCK WASHER.
7. THE COST OF THE POSTS, SPICE TUBE AND RAIL FOR THE LOWER TUBE FLARE SECTION IS INCLUDED IN THE PRICE BID FOR THE TRANSITION ITEM.
8. PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE BOX BEAM RAILS, SPICE TUBES, AND FILL PLATES.
9. SEE DWG. NO. BR-25 FOR VIEW B-B. SEE DWG. NO. BR-26 FOR SECTION C-C.

SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 38 OF 41	DRAWING NO. BR-24

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DRAFTED BY T. LINDO ESTIMATED BY L. JANIK CHECKED BY K. RANDALL
DRAFTED BY M. LAISTNER

CHECKED BY K. RANDALL

DRAFTED BY T. LINDO

DRAFTED BY M. LAISTNER

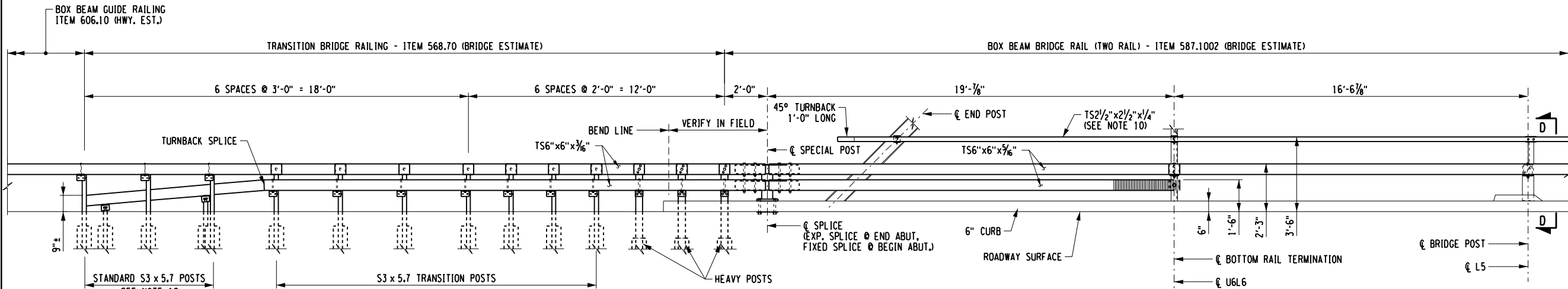
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CHECKED BY K. RANDALL

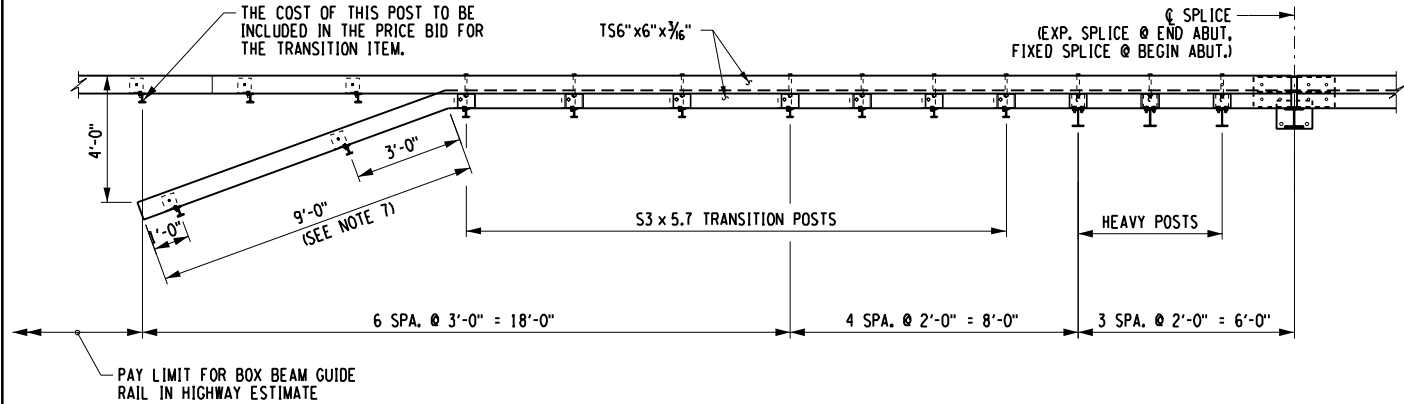
DESIGNED BY M. LAISTNER

JOB MANAGER M. LAISTNER

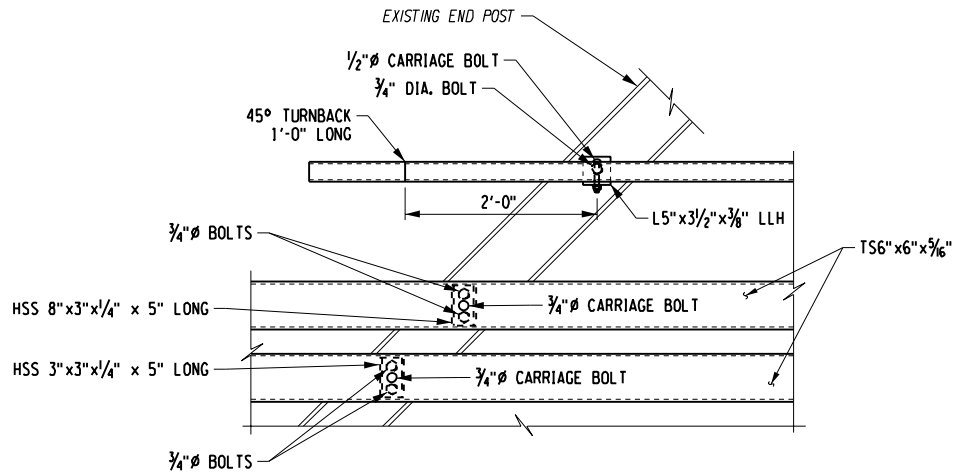
DESIGN SUPERVISOR S. ANTHONY



VIEW B-B: RAIL TRANSITION WITH TURNBACK
SCALE: 3/8"=1'-0"



RAIL TRANSITION PLAN
SCALE: 3/8"=1'-0"



DETAIL AT TRUSS END POST
SCALE: 1"=1'-0"

NOTES:

- FOR DETAILS OF BRIDGE POSTS AND BOTTOM RAIL TERMINATION POSTS, SEE DWG. NO. BR-26.
- FOR DETAILS OF HEAVY POSTS, TRANSITION POSTS AND SPECIAL POST, SEE DWG. NO. BR-27.
- RAIL TUBES SHALL BE IN CONFORMANCE WITH N.Y.S. STANDARD SPECIFICATIONS MATERIAL SPECIFICATION 710-23.
- HOLES IN POSTS FOR THE LOWER RAIL MAY BE LOCATED AND DRILLED IN THE FIELD. IF SO, THE GALVANIZING SHALL BE REPAIRED IN ACCORDANCE WITH SUBSECTION 719.01.
- ALL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH N.Y.S. STANDARD SPECIFICATION 719.01. ALL AREAS WHERE THE ZINC COATING IS DAMAGED DURING INSTALLATION, INCLUDING FIELD DRILLED HOLES, SHALL BE REPAIRED WITH N.Y.S. STANDARD SPECIFICATION SUBSECTION 719.01.
- ALL NUTS SHALL HAVE A SPRING LOCK WASHER.
- THE COST OF THE POSTS, SPICE TUBE AND RAIL FOR THE LOWER TUBE FLARE SECTION IS INCLUDED IN THE PRICE BID FOR THE TRANSITION ITEM.
- PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE BOX BEAM RAILS, SPICE TUBES, AND FILL PLATES.
- SEE DWG. NO. BR-26 FOR SECTION D-D.
- SEE TYPICAL RAIL TO POST CONNECTION DETAIL ON CURRENT HIGHWAY STANDARD SHEET 606-04 "BOX BEAM GUIDE RAIL".

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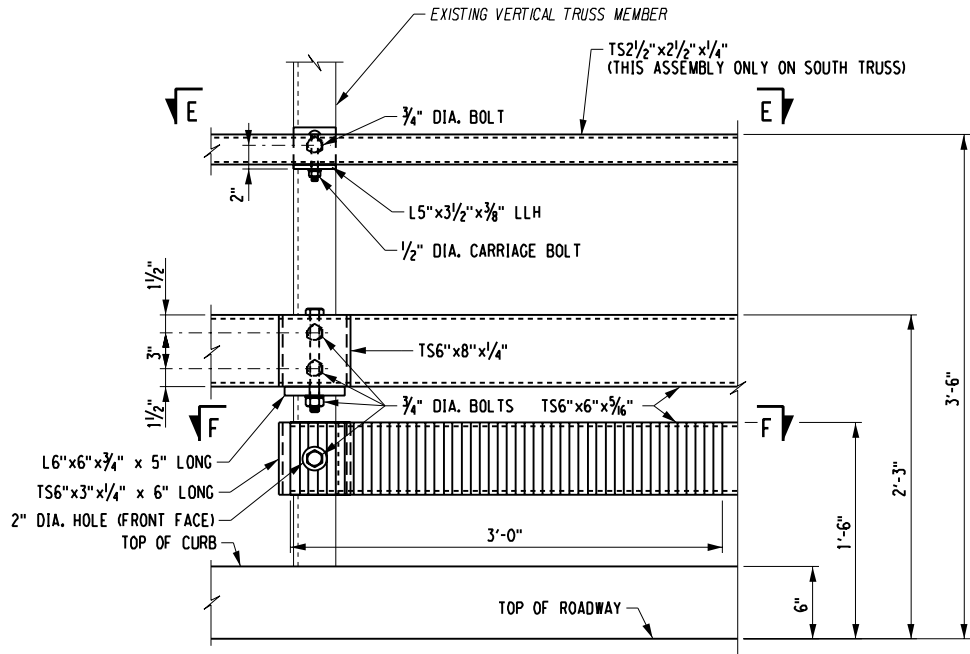
PROJECT NAME
FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE
BRIDGE RAILING
DETAILS - 1

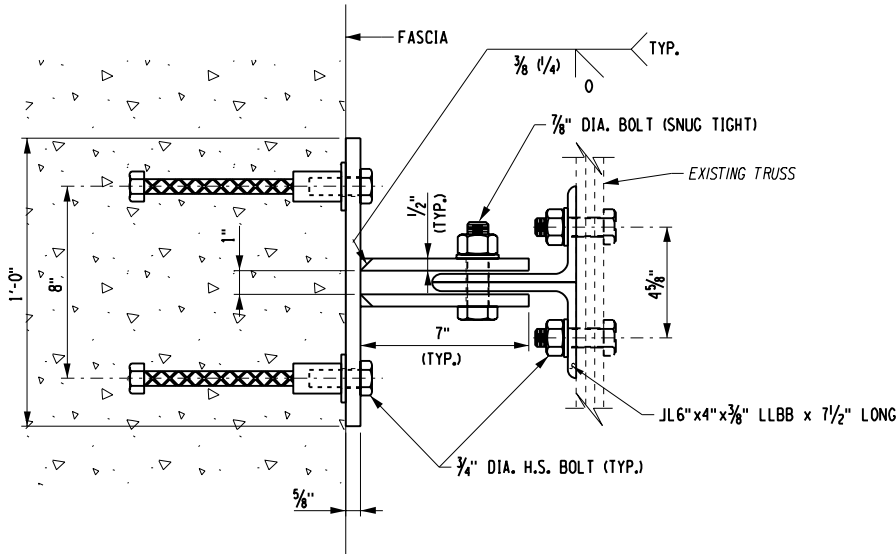
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P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 39 OF 41	DRAWING NO. BR-25

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DESIGN SUPERVISOR S. ANTHONY JOB MANAGER M. LAISTNER
CHECKED BY K. RANDALL
ESTIMATED BY L. JANIK
DRAFTED BY T. LINDO
CHECKED BY K. RANDALL



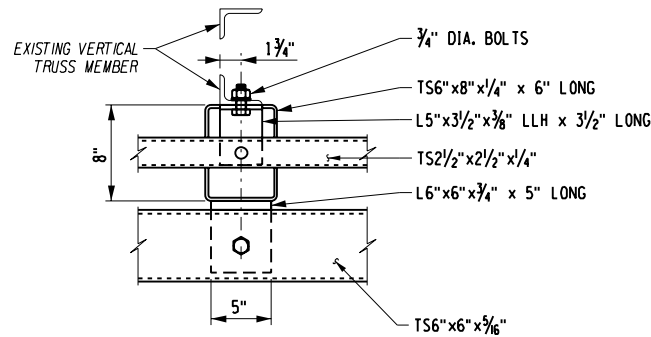
BOTTOM RAIL TERMINATION DETAIL
SCALE: 1 1/2"=1'-0"



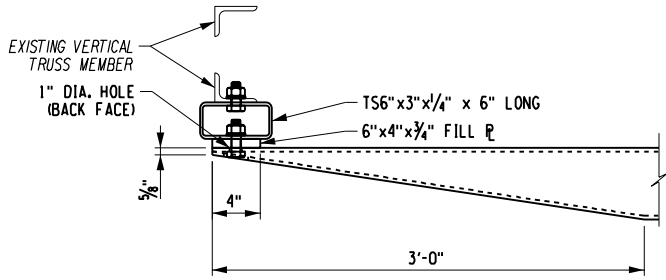
SECTION G-G
TRUSS BRACING DETAIL
(SEE NOTE 6)
SCALE: 3"=1'-0"

NOTES:

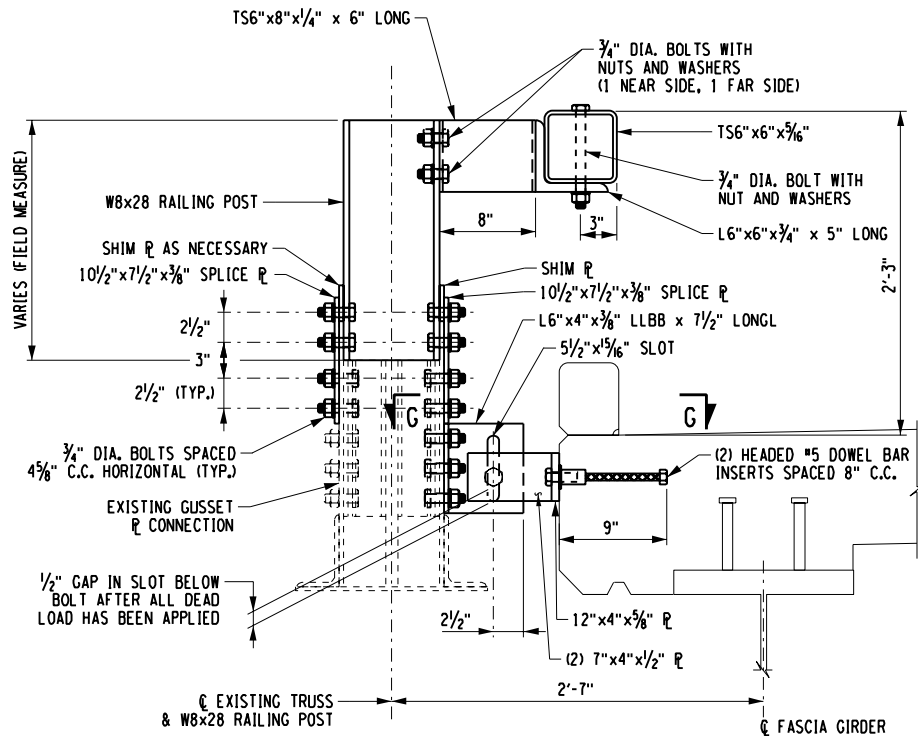
1. RAIL TUBES SHALL BE IN CONFORMANCE WITH N.Y.S. STANDARD SPECIFICATIONS MATERIAL SPECIFICATION T10-23.
2. HOLES IN POSTS FOR THE LOWER RAIL MAY BE LOCATED AND DRILLED IN THE FIELD. IF SO, THE GALVANIZING SHALL BE REPAIRED IN ACCORDANCE WITH SUBSECTION 719.01.
3. ALL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH N.Y.S. STANDARD SPECIFICATION 719.01. ALL AREAS WHERE THE ZINC COATING IS DAMAGED DURING INSTALLATION, INCLUDING FIELD DRILLED HOLES, SHALL BE REPAIRED WITH N.Y.S. STANDARD SPECIFICATION SUBSECTION 719-01.
4. ALL NUTS SHALL HAVE A SPRING LOCK WASHER.
5. PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE BOX BEAM RAILS, SPICE TUBES, AND FILL PLATES.
6. THE COST OF TRUSS BRACING SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE RAILING ITEMS.



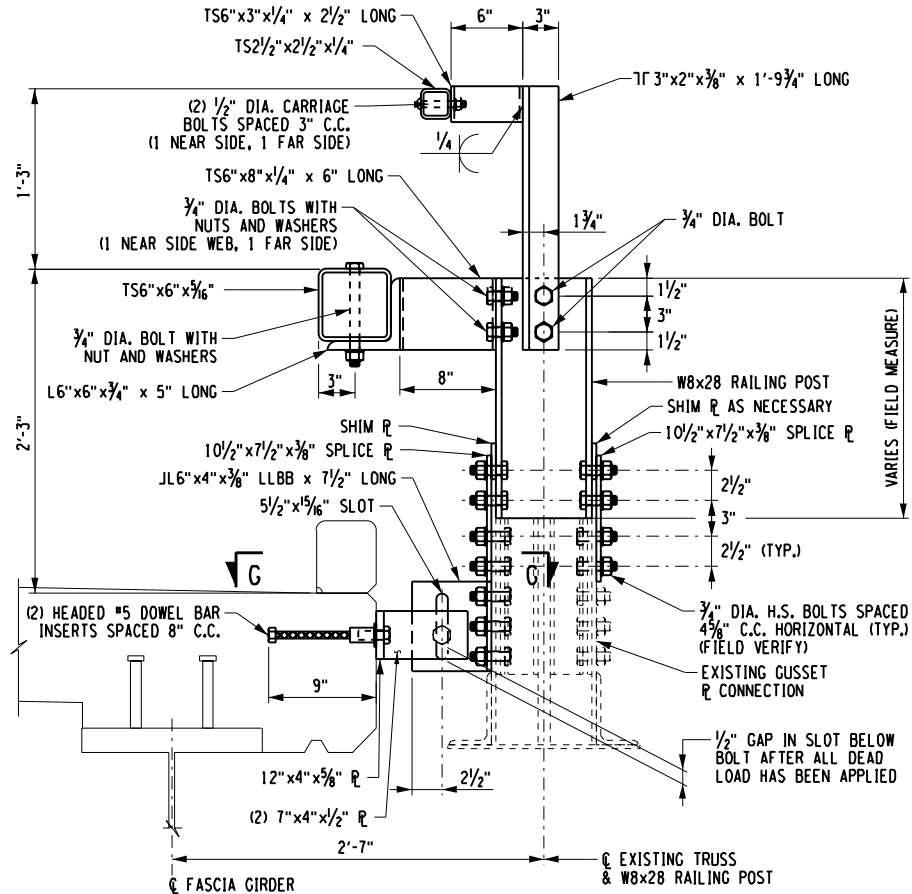
SECTION E-E
SCALE: 1 1/2"=1'-0"



SECTION F-F
SCALE: 1 1/2"=1'-0"



SECTION C-C
SCALE: 1 1/2"=1'-0"



SECTION D-D
SCALE: 1 1/2"=1'-0"

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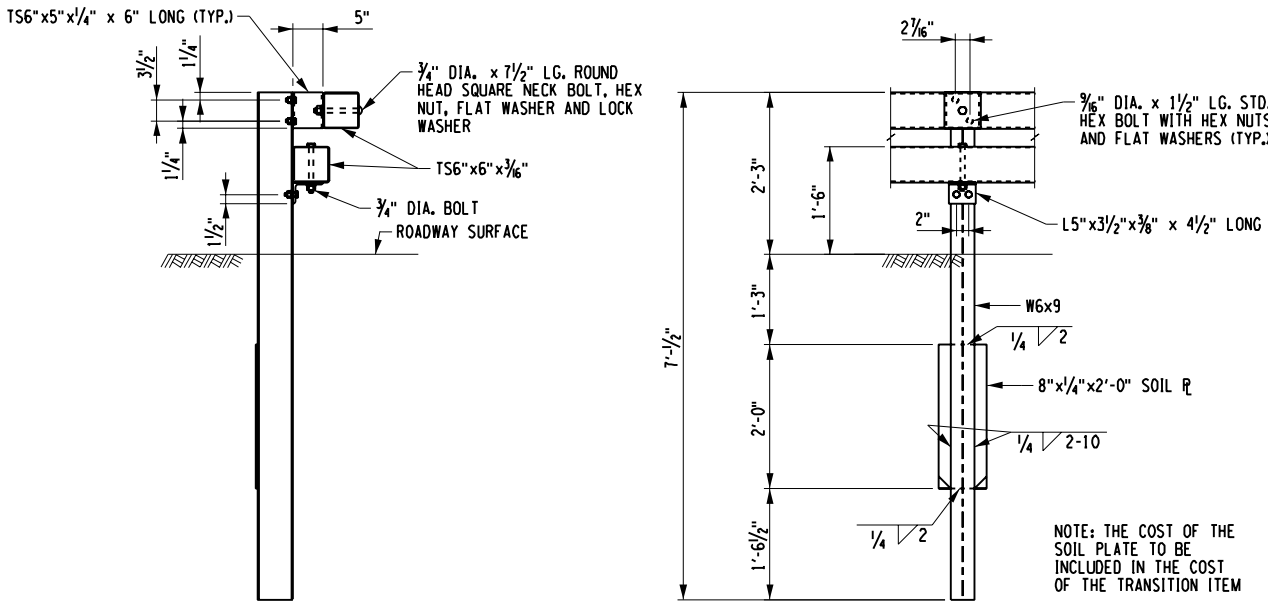
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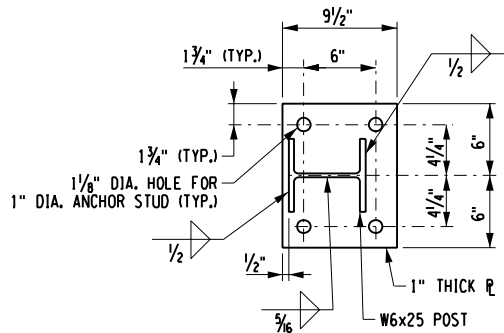
PROJECT NAME
FOREST HOME DRIVE
OVER
FALL CREEK
B.I.N. 3047450

DRAWING TITLE
BRIDGE RAILING
DETAILS - 2

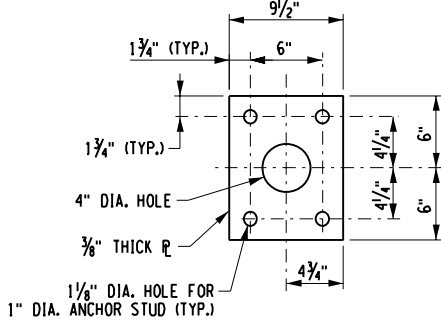
SCALE AS NOTED	DATE JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 40 OF 41	DRAWING NO. BR-26



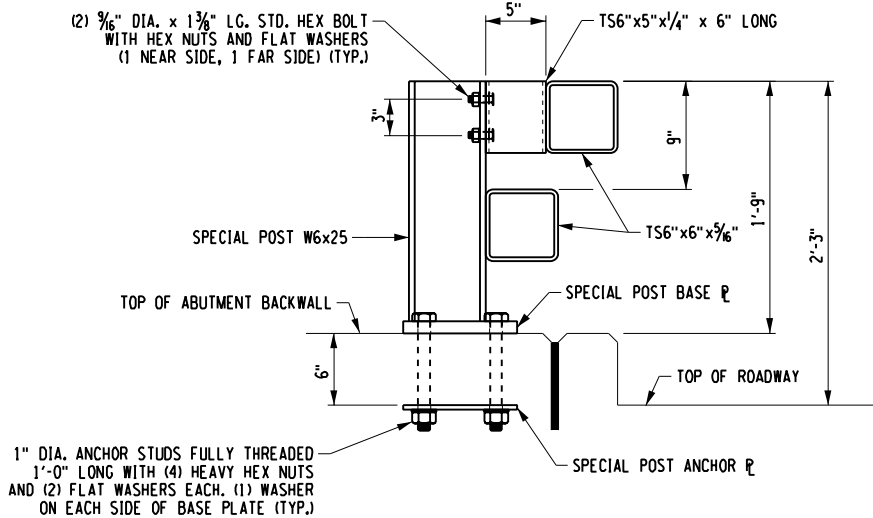
HEAVY POST DETAIL
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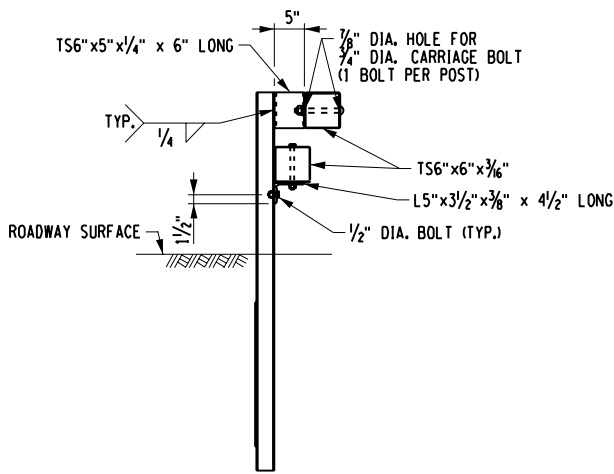
BASE P DETAIL
SCALE: 1 1/2"=1'-0"



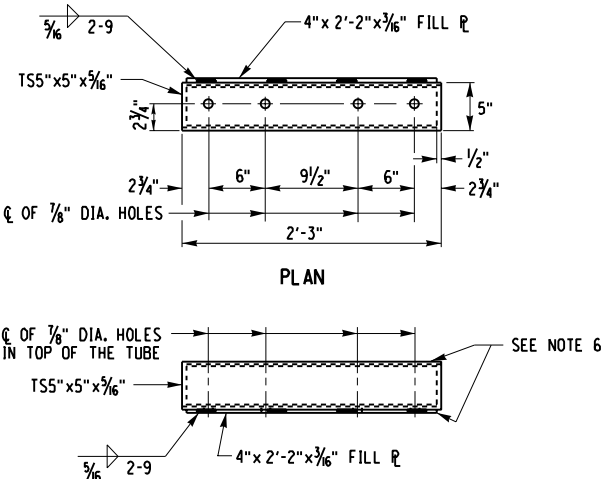
ANCHOR P DETAIL
SCALE: 1 1/2"=1'-0"



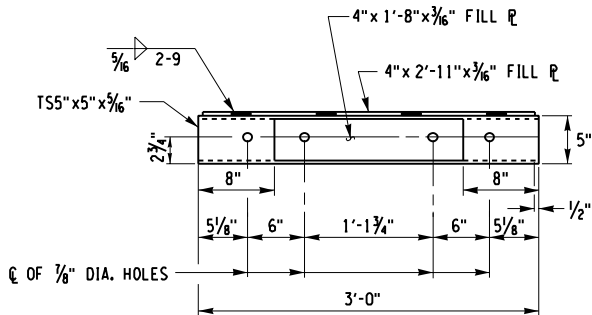
SPECIAL POST DETAIL
SCALE: 1 1/2"=1'-0"



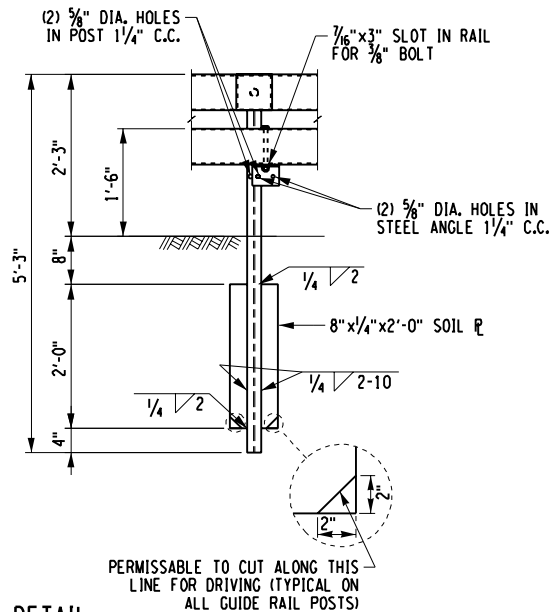
S3x5.7 TRANSITION POST DETAIL
SCALE: 3/4"=1'-0"



FIXED SPLICE TUBE
NOT TO SCALE



EXPANSION SPLICE TUBE
NOT TO SCALE



END CAP DETAIL
NOT TO SCALE

NOTES:

- RAIL TUBES SHALL BE IN CONFORMANCE WITH N.Y.S. STANDARD SPECIFICATIONS MATERIAL SPECIFICATION 710-23.
- HOLES IN POSTS FOR THE LOWER RAIL MAY BE LOCATED AND DRILLED IN THE FIELD. IF SO, THE GALVANIZING SHALL BE REPAIRED IN ACCORDANCE WITH SUBSECTION 719.01.
- ALL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH N.Y.S. STANDARD SPECIFICATION 719.01. ALL AREAS WHERE THE ZINC COATING IS DAMAGED DURING INSTALLATION, INCLUDING FIELD DRILLED HOLES, SHALL BE REPAIRED WITH N.Y.S. STANDARD SPECIFICATION SUBSECTION 719-01.
- ALL NUTS SHALL HAVE A SPRING LOCK WASHER.
- THE COST OF THE POSTS, SPLICE TUBE, AND RAIL FOR THE LOWER TUBE FLARE SECTION IS INCLUDED IN THE PRICE BID FOR THE TRANSITION ITEM.
- PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE BOX BEAM RAILS, SPICE TUBES, AND FILL PLATES.

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NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145, SECTION 7209.

REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT
TOMPKINS COUNTY
DEPARTMENT OF PUBLIC WORKS

PROJECT NAME
**FOREST HOME DRIVE
OVER
FALL CREEK**
B.I.N. 3047450

DRAWING TITLE
**BRIDGE RAILING
DETAILS - 3**

SCALE	DATE
AS NOTED	JULY 2013
P.I.N. 3950.41	EAA PROJECT NO. 19201.00
SHEET NO. 41 OF 41	DRAWING NO. BR-27